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FIFTEENTH
BIENNIAL REPORT
OF THE
STATE ROAD DEPARTMENT
OF THE
STATE OF FLORIDA



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FOR THE PERIOD
BEGINNING JANUARY 1, 1943
AND
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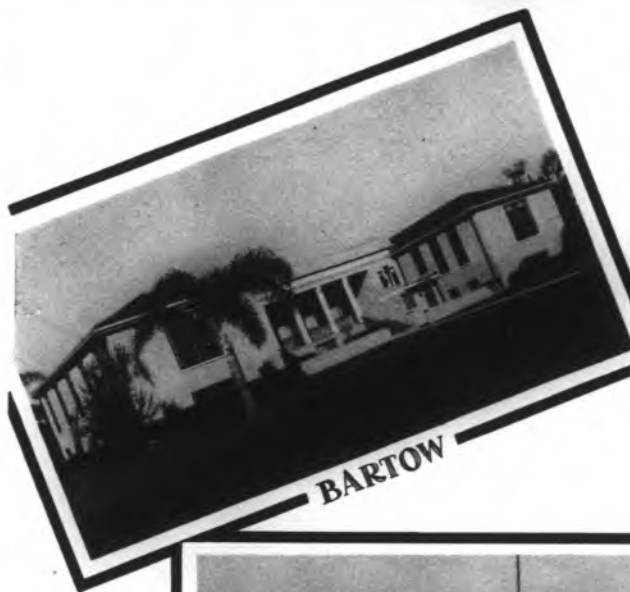
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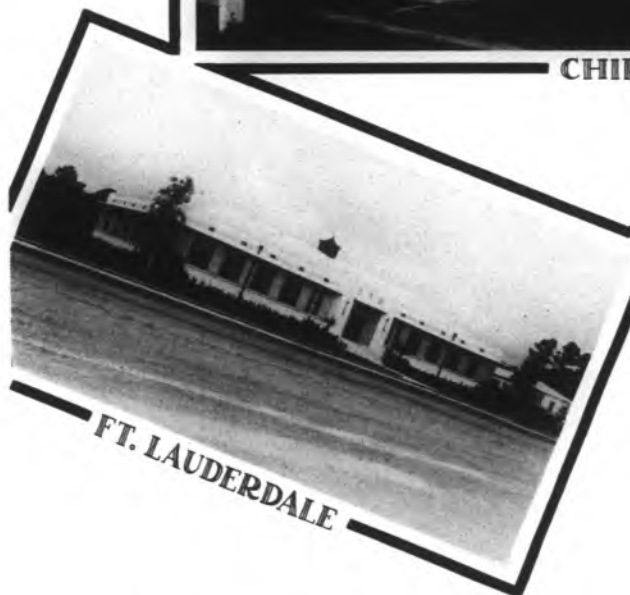
BARTOW



LAKE CITY



CHIPLEY



FT. LAUDERDALE



DELAND

~ FIELD DIVISION OFFICES ~

In Memoriam

P. L. HOSKINS, DIVISION ENGINEER

Fifth Division, Deland, Florida

The Board and Staff of the State Road Department express their deep regret at the untimely death in the line of duty by automobile accident on December 29, 1944 of P. L. Hoskins, a valued employee of the Department since 1929 and Division Engineer of the Fifth Division since February, 1943. In his death the Department and the State lost a servant who was faithful to every trust, outstanding in his ability and unswerving in his devotion to the highest ideals of public service.

CHARLES D. SNEAD, DISTRICT ENGINEER, PRA

Montgomery, Alabama

The State Road Department records with a deep feeling of loss the death on February 13, 1945 of Charles D. Snead, Veteran Employee of the Federal Bureau of Public Roads and Public Roads Administration, and their District Engineer at Montgomery, Alabama since 1930. A cooperative spirit characterized his relations with our Department and in him the State found an interested and sincere friend. He was one of the first and most persistent champions of the Overseas Highway project and it is gratifying to us that he lived to witness its completion and that he was able on the last automobile trip he took before his death to ride over the highway and see the realization of one of his dreams.

OFFICERS:

F. ELGIN BAYLESS
CHAIRMAN
J. H. DOWLING
STATE HIGHWAY ENGINEER
J. ROBERT MCCLURE
SECRETARY



STATE ROAD DEPARTMENT OF FLORIDA
TALLAHASSEE, FLORIDA

MEMBERS:

COURTNEY W. CAMPBELL
CLEARWATER, FLA.
S. KENDRICK GUERNSEY
JACKSONVILLE, FLA.
F. ELGIN BAYLESS
TALLAHASSEE, FLA.
HERMAN B. FULTZ
MIAMI, FLA.
ROBERT T. CARLETON
PLYMOUTH, FLA.

LETTER OF TRANSMITTAL

March 1, 1945

Hon. Millard F. Caldwell, Governor
Tallahassee, Florida

Dear Governor:

In compliance with the statutes, I submit herewith the Fifteenth Biennial Report, covering the work of the State Road Department during the calendar years 1943 and 1944.

Although it is a matter of pride that over 650 miles of roads and bridges have been constructed (mainly Military Access and Strategic Network roads), the most significant accomplishment of this period is thought to be the acquisition and freeing of toll bridges and roads.

The Department is now maintaining 8,389 miles of roads and bridges, consisting of 942 miles in urban areas and 7,447 miles of rural highways.

The budget, showing the proposed construction, maintenance and betterment work for 1945 is being submitted separately.

Faithfully yours,

F. Elgin Bayless
Chairman

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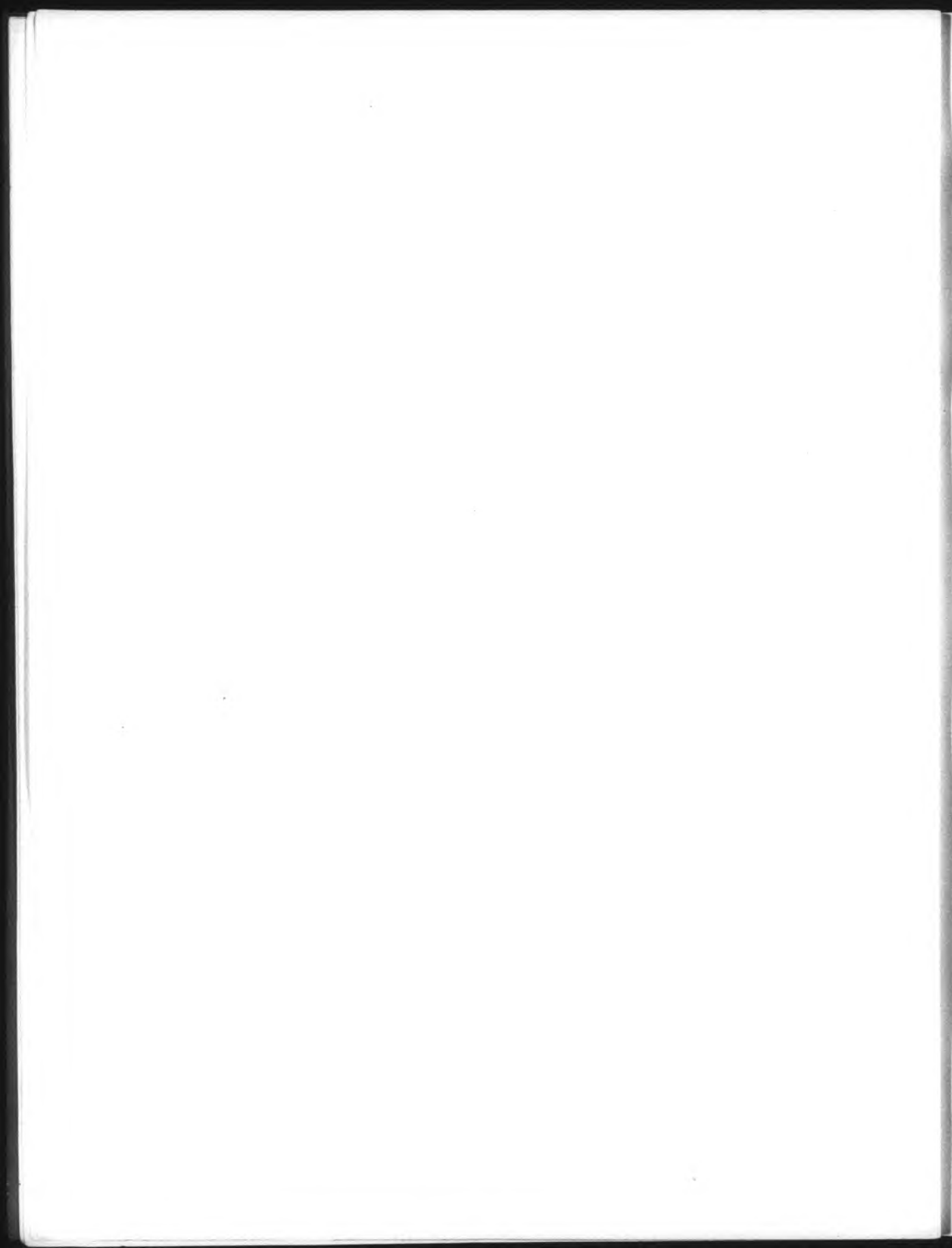
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FOREWORD

This report for the second biennium in the present world war again appears in streamlined form, with many detail tables omitted. It is believed the narrative discussion, the summary tables, and the financial statements present the conditions and records as fully as necessary for review of the Governor, the Legislature and interested laymen.

This is not intended as a permanent practice. We believe that after the war is over and there is again a plentiful supply of manpower and materials it would be false economy to try to limit the size of the report by elimination of details to the extent now being done. There is a constant and continuing need to refer to much of this type of record by personnel of the Department and the inclusion of such data in the biennial report affords a convenient and time saving source.

It is confidently believed that this is the last time the streamlining will be dictated by conditions of World War Two, and that the next biennial report will be complete with all essential reference data.



ORGANIZATION

The State Road Department was created by an Act of Legislature and organized in accordance therewith in October, 1915. The five members of the Department are appointed by the Governor, one from each Congressional District. The first appointments were for one, two, three and four years, in order that the terms would not be concurrent, and so as to provide continuity in the Department. The Board meets quarterly to conduct the affairs of the Department, and at such other times at the call of the Chairman as he may deem necessary. At the first quarterly meeting of the year the Board elects one of its members as Chairman, and he is the Chief Executive Officer and is on duty at all times with official residence in Tallahassee. The Department elects a Secretary, a Chief Engineer and such other assistants as they deem necessary in carrying on the work of the Department. The personnel list contained herein will give the general set-up for the operation of the Department.

For the purpose of carrying on the work of the Department the State is divided into five districts called Divisions. The areas of these Divisions coincide with the five Congressional Districts, as they existed in 1937.

Following is a list of the counties comprising each Division.

Division 1	Division 2	Division 3	Division 4	Division 5
Charlotte DeSoto Glades Hardee Hendry Hernando Highlands Hillsborough Lee Manatee Pasco Pinellas Polk Sarasota	Alachua Baker Bradford Clay Columbia Dixie Duval Gilchrist Manatee Lafayette Levy Madison Nassau Suwannee Taylor Union	Bay Calhoun Escambia Franklin Gadsden Gulf Holmes Jackson Jefferson Leon Liberty Okaloosa Santa Rosa Wakulla Walton Washington	Broward Collier Dade Indian River Martin Monroe Okeechobee Palm Beach St. Lucie	Brevard Citrus Flagler Lake Marion Orange Osceola Putnam St. Johns Seminole Sumter Volusia

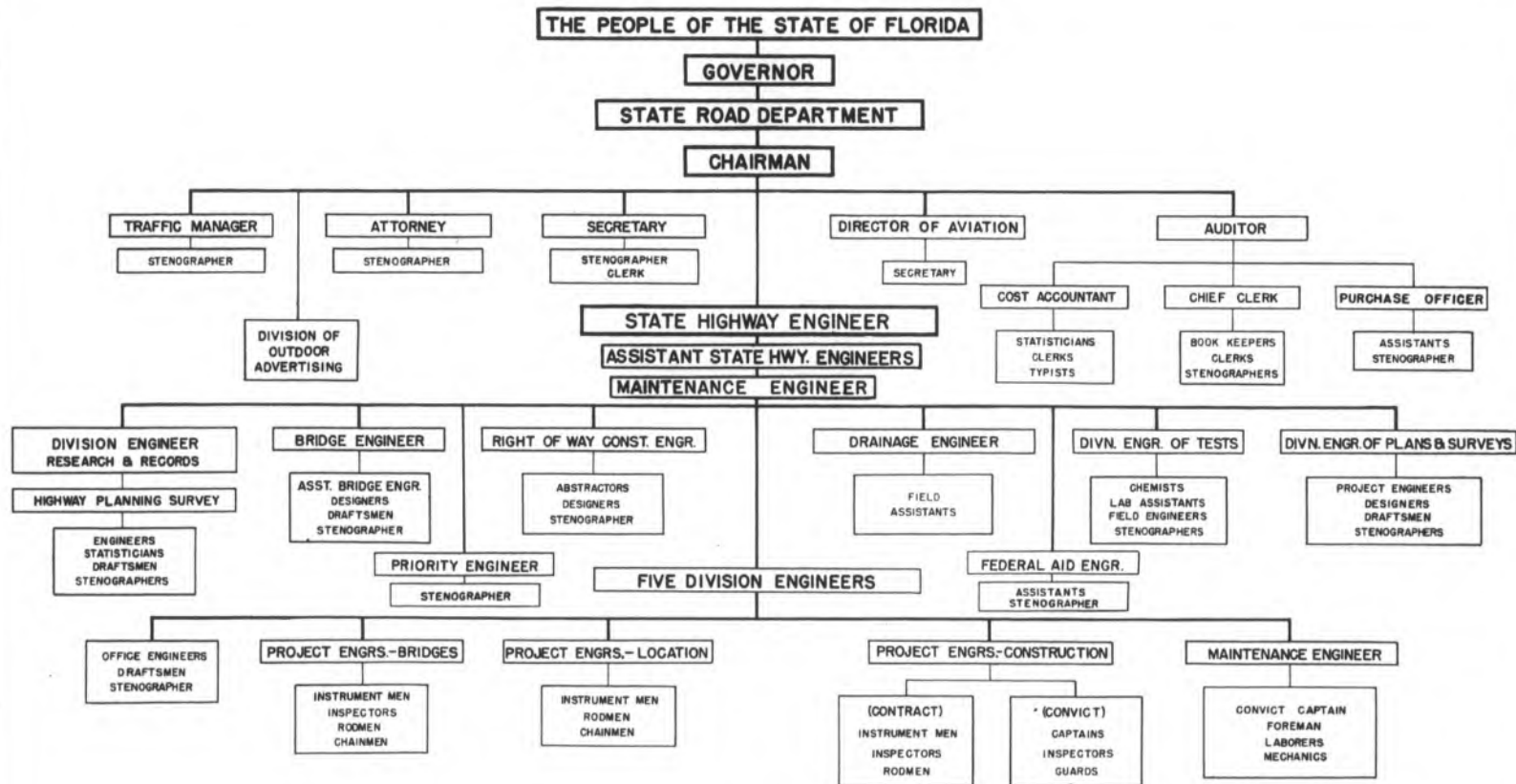


CHART
SHOWING ORGANIZATION OF
STATE ROAD DEPARTMENT

PERSONNEL OF THE DEPARTMENT
THE BOARD

F. ELGIN BAYLESS, <i>Chairman</i> , (District 3)	Tallahassee
COURTNEY W. CAMPBELL, <i>Member</i> (District 1)	Clearwater
S. KENDRICK GUERNSEY, <i>Member</i> (District 2)	Jacksonville
H. B. FULTZ, <i>Member</i> (District 4)	Miami
ROBERT T. CARLTON, <i>Member</i> , (District 5)	Plymouth
J. ROBERT MCCLURE, <i>Secretary</i>	Tallahassee
J. H. DOWLING, <i>State Highway Engineer</i>	Tallahassee
R. J. WATERSTON, JR., <i>Auditor</i>	Tallahassee
T. M. SHACKLEFORD, JR., <i>Attorney</i>	Tallahassee
T. PAINE KELLEY, <i>Assistant Attorney</i>	Tallahassee
LT. COL. WRIGHT VERMILYA, JR., (CAP), <i>Aviation Director</i>	Lantana
L. K. CANNON, <i>Assistant Highway Engineer</i>	Tallahassee
E. C. DEGARMO, <i>Assistant Highway Engineer</i>	Homestead
W. A. KRATZERT, <i>Maintenance Engineer</i>	Tallahassee
E. S. FRASER, <i>Bridges</i>	Tallahassee
C. P. DATSON, <i>Plans and Surveys</i>	Tallahassee
CHARLES HOPKINS, <i>Federal Aid</i>	Tallahassee
H. C. WEATHERS, <i>Division of Tests</i>	Gainesville
W. M. PARKER, <i>Division of Research and Records</i>	Tallahassee
C. J. DECAMPS, <i>Right of Way</i>	Tallahassee
WILLIAM L. HILL, <i>Outdoor Advertising</i>	Tallahassee
FRANK E. HARRISON, <i>Freight Traffic Manager</i>	Tallahassee
J. B. WADSWORTH, <i>Priorities</i>	Tallahassee

FIELD DIVISION ENGINEERS

J. W. ALLEN, <i>First Division</i>	Bartow
R. C. BANNERMAN, JR., <i>Assistant</i>	Bartow
JOHN R. SLADE, <i>Second Division</i>	Lake City
JAS. A. WINFIELD, <i>Assistant</i>	Lake City
H. H. MCCALLUM, <i>Third Division</i>	Chipley
J. P. HERNDON, <i>Assistant</i>	Chipley
N. S. EMERY, <i>Fourth Division</i>	Fort Lauderdale
N. L. BRYAN, JR., <i>Fifth Division</i>	Deland

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

J. W. MARTIN, <i>Principal Highway Engineer</i>	Montgomery, Alabama
R. B. SMITH, <i>Senior Highway Engineer</i>	Tallahassee
GUY L. SMITH, <i>Highway Engineer</i>	Tallahassee
L. W. STEWART, <i>Highway Engineer</i>	Tallahassee
W. N. RYERSON, <i>Highway Engineer</i>	Tallahassee
E. L. BROWNE, <i>Highway Economist</i>	Tallahassee

REVIEW BY THE CHAIRMAN

The biennium (1943-1944) covered in this report has witnessed the waxing war might of the United Nations and the waning of the evil forces of Nazism and Fascism. While the end is not in sight, victory has become inevitable. We have in that time shifted from defense to offense and with such telling effect that the end of the European conflict is talked of in terms of weeks instead of months or years. We have good reason, therefore, to hope that this second wartime biennial report of the present conflict will be the last.

Operations of the Department have been dominated entirely by measures necessary to the advancement of the war. Construction has been mainly limited to access roads to war bases and industries and improvement to roads on the Strategic System, and much heavy maintenance on the State System has had to be deferred. Equipment cannot be replaced, material is restricted and manpower has declined.

State Highway revenue, since it comes from taxes on gasoline which is one of the rationed commodities, has continued at a low level. Because of restrictions on road building operations not essential to the war effort, however, a considerable reserve fund is being accumulated for postwar highway development that will give employment to thousands of returning veterans.

It is fortunate that though construction and reconstruction has been mainly limited to those roads serving a war purpose, many such improvements result in bringing up to adequate standards important links in our State Maintained System. Typical cases, to name only two, include Florida Highway 204 from Maxville to Jacksonville and Florida Highway 4A—the Overseas Highway to Key West. Because such projects were required for national war purposes, a substantial part of the cost has been borne by the Federal Government. On the whole, while we have not been permitted to carry on an orderly program of reconstruction and improvement of the State Maintained System during the war period, we have obtained benefits commensurate with the amount of State funds expended.

The most spectacular achievement in the way of construction in this two year period was the completion of the Overseas Highway to Key West. Other accomplishments of significant interest include: the purchase and freeing from tolls of the Pensacola Bay Bridge, now named the Thomas A. Johnson Bridge in honor of the past chairman, through whose efforts mainly it was done; the purchase and freeing from tolls of Davis Causeway connecting Clearwater with Tampa; the purchase and freeing of Gandy Bridge between St. Petersburg and Tampa; the freeing of Lillian Bridge in Escambia County at the Alabama Line; and the Mather Bridge in Brevard County. Hecksher Drive, a private toll road from Jacksonville to the coast—designed to become a part of the Atlantic Coastal Route—was also purchased and freed from tolls.

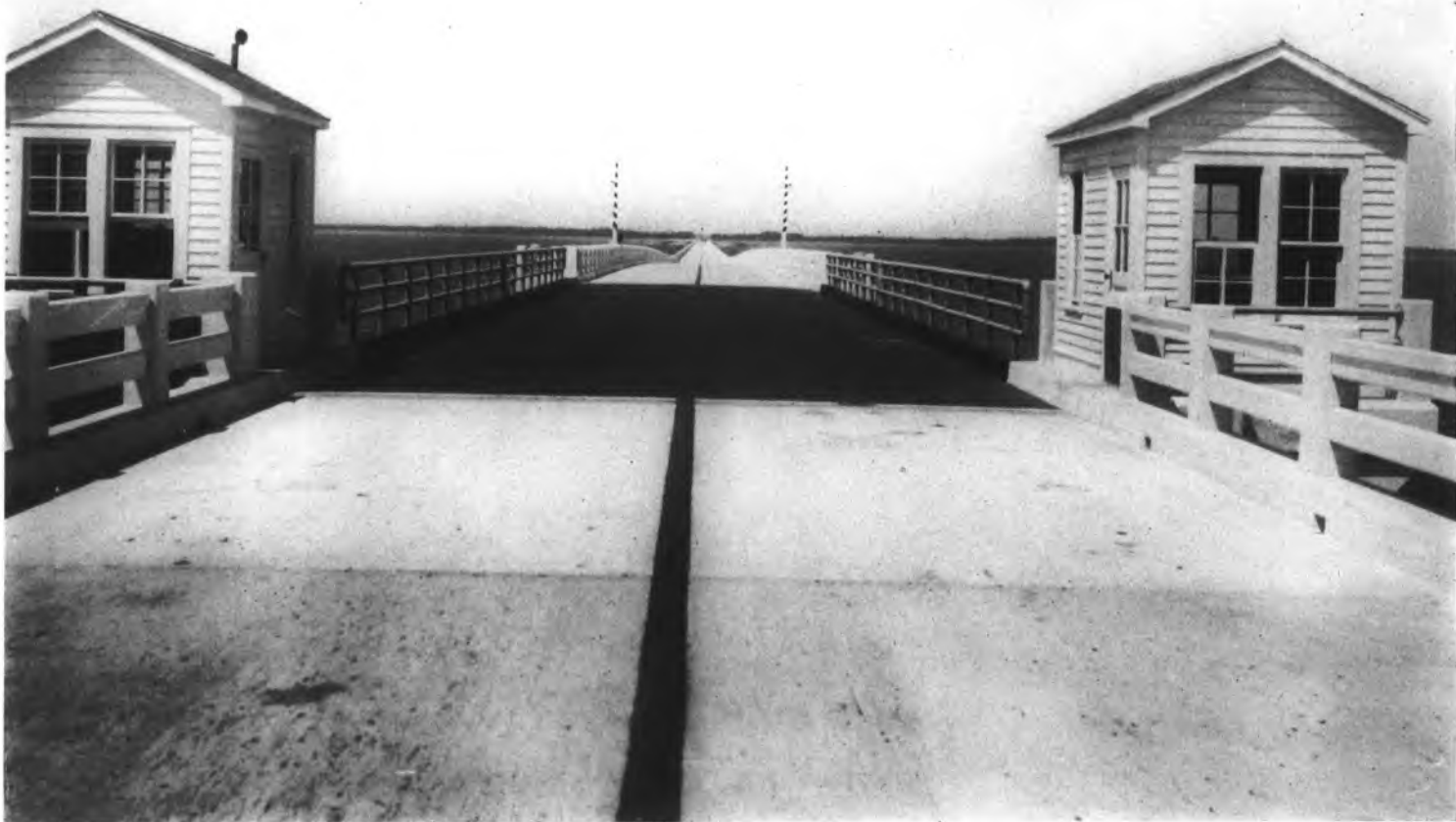
Many bridges connecting and important to the State Maintained System built by the County and City governments have been under year to year lease agreements with the Road Department which paid rental sufficient to cover bond charges on such structures, thereby eliminating the necessity for charging tolls. All such bridges have now been placed under lease purchase agreements so that they will become the property of the State when the cumulative annual payments equal the agreed price of the structure, which is usually the balance of the debt thereon.

Tolls have been lifted from all important routes on the State Maintained System except the Overseas Road and Toll Bridge District.

The respite of orderly rebuilding on the State Maintained System has been turned to some advantage by thus eliminating toll barriers.

The reserve funds to the extent of \$4,000,000 have also been used to help the war effort, as that amount has been invested in government bonds of one year maturity. The main purpose of such reserve funds is the financing of the proposed State Highway Development program following the war.

This program, outlined in the previous (Fourteenth) biennial report, is being kept currently revised so that there will be no delay in initiating it immediately when the war is over. It calls for the



Thomas A. Johnson Bridge across Pensacola Bay. Named in honor of the State Road Department 1941-1944 Chairman who cooperated in the purchase and freeing of this bridge.

expenditure of \$161,548,000 including \$8,573,000 for right of ways. It will be tied in with, but not necessarily dependent upon, the Federal Postwar Highway Program. However, the \$161,000,000 does include a plan to improve the Federal Aid Primary System at an estimated cost of \$66,000,000.

Under the postwar highway bill passed by Congress in December, 1944, the State will receive \$7,004,000 from the Government on a fifty-fifty matching basis during each of the first three post-war years. \$3,236,000 of these funds must be spent on the Federal Aid System, \$2,168,000 on Secondary (rural) roads, and \$1,600,000 on urban (more than 5000 population) connections. Advances from other Federal funds have been made for detail surveys of through routes, bypasses, etcetera, in urban areas, and these surveys are under way in the State.

Even with the Reserve fund of some thirteen million dollars, the Federal allotment, and the anticipated gasoline tax income, the scheduled program cannot be executed at as fast a pace as desired.

It is estimated that the 4¢ per gallon gas tax will yield approximately \$16,000,000 a year soon after war restrictions are lifted. This might increase to \$18,000,000 by three years, or average \$17,000,000. For the three year period there would be from all sources—State and Federal—about \$73,000,000. However, maintenance, administration, and bridge purchase payments will probably exceed \$7,000,000 annually or \$21,000,000 for the period. Thus, there would be left only \$52,000,000 to apply on the construction program in the first three years after the war. The reserve fund will then be exhausted and, it is anticipated, Federal aid will be reduced. The balance of the scheduled improvements will have to come at a slower pace, being geared to State revenue from gasoline tax.

Every precaution must be taken to safeguard the reserve fund and to assure a continuing revenue ample to carry out the program, because without adequate highway transportation the State's progress will be sadly retarded.

The indirect value of good roads cannot be exactly determined in dollars and cents. In fact, their contribution to the social and cultural life go beyond monetary value. But even their economic value to the citizens and industries of a State though well known in general cannot be reckoned in detail. In Florida adequate highways are more indispensable than in most states because its two main industries,—tourist and truck and fruit crops—are particularly adapted to and dependent upon highway transportation.

It is not so difficult to appraise the direct benefits; this can be calculated from revenue derived from highway transportation taxes. The State Comptroller's report for the year ending June 30, 1944 shows total receipts from all taxes and licenses to be \$62,700,000. Motor vehicle imposts accounted for \$32,900,000 or over 52% of the total! And this in a year when gas tax receipts were down approximately 26% from normal. (In 1941 motor vehicle license imposts were over \$40,000,000.)

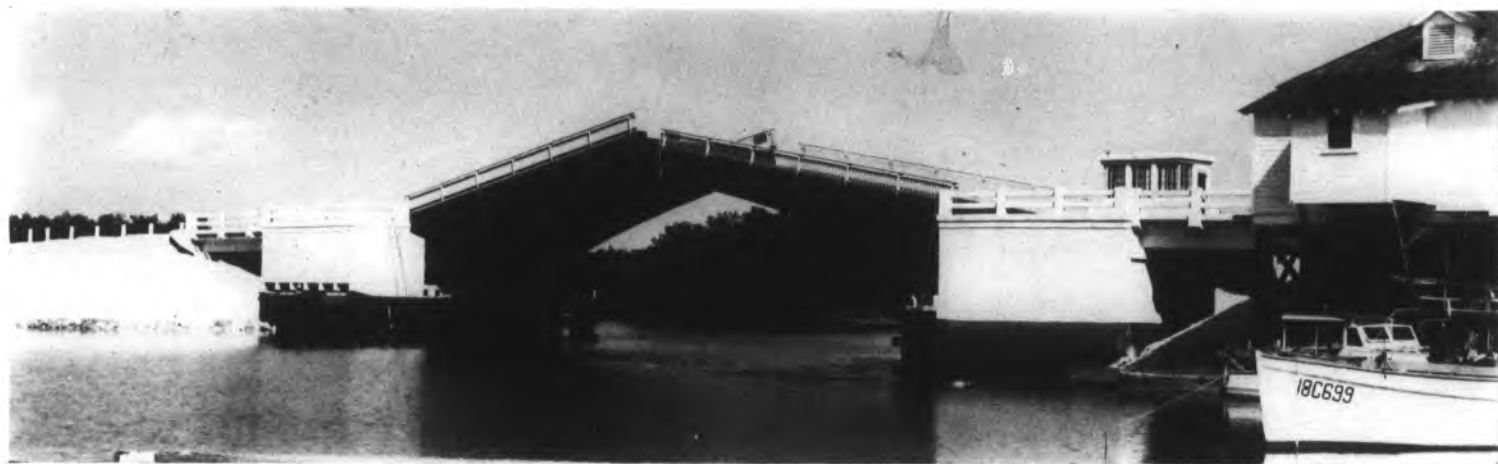
The Florida motorist pays as high a tax as any in the nation. In 1940 (the last normal year) imposts paid by motorists in Florida equalled eighteen dollars for each resident, as against a ten dollar average for the United States.

On the basis of the tax paid the Florida motorist should have the best roads in the nation. One reason why the roads are not more nearly adequate is that a large part of such taxes are diverted to other uses.

Of the \$32,900,000 total motor vehicle imposts only \$12,600,000 or 38% went for current highway uses. An additional \$6,000,000 was used for retirement of County Road and Bridge Bonds, and is not considered a diversion of highway user taxes. The balance of over \$14,000,000,—more than 43%—was diverted to non-highway use.

According to a Statement submitted by Thos. A. McDonald, Federal Commissioner of Public Roads, at a House Committee hearing on H. R. 2426 (Federal) on April 28, 1944, Florida is one of the worst offenders in the matter of diversion of motor vehicle imposts. Using the amount diverted in 1942 against the 1940 population the United States average per capita diversion is \$1.55 per year, while the Florida average is \$6.88 per year!

Sixteen states have adopted constitutional amendments prohibiting the use of motor vehicle imposts—license fees, gasoline taxes, mileage taxes, etcetera,—for any purpose other than construction, maintenance and administration of highways. Congress, in the Hayden-Cartwright Act of 1934 expressed the conclusion that it is "unjust and unfair" to tax motorists except to provide highways.



Overseas Highway Bridges. A part of the 5 miles of bridges between the Mainland and Key West. Top: Niles Channel Bridge. Bottom: Jewfish Creek Bridge near Mainland.



Federal Aid and Access Roads. Top: On SR 2 near Mt. Dora in Lake County—a high type rural pavement. Bottom: Access Road for Orlando Air Base—SR 22 (Cheney Highway) in Orlando.

Florida has been held up to criticism for its high taxation of motorists on the ground that it discriminates against a group or class of citizens. This criticism hardly seems justified in view of the widespread ownership and use of the automobile. There is in Florida one motor vehicle for every 3.85 persons. That is just about one for each family. No other tax would be any easier to pay or cost less for administration. No other tax unless it were on income, general sales, or a per capita tax, would have as broad a base.

The extent of diversion, however, has reached a dangerous point. The Hayden-Cartwright Act (Federal) provides that Federal appropriations up to one third of any state's share may be withheld if such state diverts more of its motor vehicle imposts to non-highway purposes than were so diverted on June 18, 1934 (when such act was passed). The penalty has already been imposed on several states. There is a grave possibility that the application on the State Road License fund of the law authorizing three percent to be deducted from special funds for the use of the general fund may result in the penalty being imposed against Florida.

It is time therefore, that the Legislature and the people give consideration to measures to prevent further diversion of such funds. The direct result of any further diversion would be to lose a part of the Federal allocation for roads. The indirect result—far more serious—would be to permit the road system, the revenue producing plant which is supplying fourteen million dollars a year to support other operations of the State government, to fall into such inadequate condition that the motorists would rebel at so little return for such high tax.

The only protection against such calamity would be a constitutional amendment. Two cents per gallon of gasoline sold is already dedicated by constitutional amendment to the purpose of paying the County road and bridge debts (with any surplus being used for road purposes). For the support of an adequate State system the remaining four cents of the regular gasoline tax should by similar amendment be dedicated to highway uses.

This would have the advantage of permitting the Road Improvement Program to follow a sound, orderly and regular pace, based on long range study and planning.

STATE HIGHWAY ENGINEER'S REPORT

The task of maintaining a technical staff, office personnel and labor force necessary to carry on the operation of the Department efficiently in this second wartime biennium has grown continually more difficult. The manpower shortage has been felt throughout the whole organization, even to the convict forces assigned to road work.

In spite of shortage of manpower, equipment and materials, of increased duties in connection with right of ways and designs of access and strategic network roads, the Department constructed or reconstructed during 1943 and 1944 more than 650 miles of roads and bridges.

Road Surveys, Design and Construction

The procedure for making surveys and preparing roadway plans has been the same as described in the 1941-1942 biennial report; that is, the preliminary and location surveys and the preparation of the plans in pencil stage has been done under the supervision of the respective Division Engineers and under the general supervision of the Division Engineer of Plans and Surveys, who is located in the Tallahassee Office. Where Federal funds are involved in the proposed work, the surveys and preparation of preliminary plans also are reviewed by a representative of the U. S. Public Roads Administration.

Construction plans in 1943-44 were limited almost entirely to the design of access roads and military highways and the plans have been streamlined as far as possible by eliminating all details except those absolutely essential for the satisfactory construction of the work.

In this period plans were prepared for: 40 access roads totaling approximately 130 miles; 35 State and Federal Aid jobs covering 155 miles of roads, approved as being essential for military purposes; and for maintenance contracts on 1000 miles.

Construction was hampered during the 1943 period because of the extreme shortage of certain materials (reinforcing steel, castings, lumber, bituminous material, etc.). At the beginning of the 1944 period a revised list of critical materials was issued by the War Production Board, allowing a more liberal use of reinforcing steel and castings. This has resulted in higher types of construction. However, lumber of certain sizes needed for forms in building drainage structures is still classed as a critical material.

Our original method of roadbed stabilization, by combining commercial products with local material, is still being used with good results.

Road Projects of Special Interest

Overseas Highway Completed

Construction of the streamlined Overseas Highway from Homestead to Key West completed this year by the State Road Department of Florida, with the cooperation of the Federal Public Roads Administration, was one of the largest and most difficult and certainly the most unique highway building job in the history of America.

The new Overseas route replaces a road, bridge and ferry link with the mainland built in 1928 by Monroe County with the proceeds of a three million dollar bonded indebtedness. The old route consisted of forty miles of highway from Key West to No Name Key and sixty miles of highway from Florida City on the mainland to Lower Matecumbe where it connected with the other road by forty miles of ferryage.

The story of this gigantic roadbuilding feat begins properly with the construction of the Overseas Railway by Henry M. Flagler. Begun in 1905, the Key West extension of Flagler's East Coast railway was completed into Key West in 1912. The rail line included 91 miles of roadbed and 34 railway bridges constructed for the most part of mass concrete made of cement, limerock and sand, and mixed with salt water.

The railroad was destroyed when large sections of it were swept away by the 1935 Labor Day hurricane. Plans began to take shape immediately to use the old roadbed and bridges to advantage. The Overseas Road and Toll Bridge District sold \$3,600,000 in bonds in 1936 and bought 122 miles of the railroad right-of-way from Florida City to Key West for \$640,000 and cancellation of \$300,000 of State, City and County taxes. This left approximately \$3,000,000 for construction which was used to improve 32 miles of the old railroad bed as a toll highway.

There remained more than 100 miles of poorly aligned, winding road of narrow width across the keys and many obsolete wooden bridges of light load capacity.

The State Road Department in 1936 constructed, with its own forces, a two mile causeway and three bridges between Upper and Lower Matecumbe Keys.

Outbreak of war intensified the need for a modern well aligned highway to Key West because of the important Army and Navy installations. Following an agreement in January 1942 between Federal officials and the Department in regard to State supervision, and construction, and joint financing, work got under way in July. Many construction details involved in converting the old railroad roadbed and bridge viaducts into a modern highway were discussed in the last biennial report and need not be repeated here.

The entire Overseas Highway, including the five miles of bridges, cost roughly \$8,500,000 of which \$4,900,000 was wartime construction performed mainly in this biennium.

Road 537 (Sec. 4801) Escambia County

A twelve and a half mile east-west cut-off on U S 90 was constructed across Escambia County; this cut-off serves four auxiliary air fields and saves 11.22 miles for through traffic between Milton and points west on the old Spanish Trail. It forms a link in the proposed National Interstate System and is a part of the Strategic Network. This first stage of construction provides a 22' asphaltic surface on an eight inch sand-clay base with right of way available for an additional 22' lane when conditions warrant.

Road 15 in Citrus (Sec. 0203) and Levy (Sec. 3405) Counties

The pavement of Road No. 15 from Lebanon Station to Crystal River was completed in April, 1944. It gives another and more direct route to St. Petersburg, Clearwater and Tampa from the northern part of the State. The original contract for this road called for a standard bituminous retread surface but after the base had been completed, the contractor was unable to obtain the asphalt needed for this type of surface. However, delivery could be made on a type of surface mined in Kentucky so this material, known as "Kyrook," was used to surface the road.

Road 22 (Sec. 7506) Orange County

This section of State Road No. 22 on Colonial Drive also known as Cheney Highway extending from Mill Street in Orlando, east through the Orlando Air Base was constructed of 8" concrete pavement, 40' wide with curb and gutter and sidewalks. The new pavement replaces a 15½' rock base road surfaced with asphaltic concrete. Drainage posed a problem on this job. The developments around the air base resulted in a very high run off of rain water and, to make the situation worse, water was encountered very near the ground surface. These conditions necessitated an elaborate drainage system featuring under drains, oversize pipes and drainage wells. Some of the drainage wells had to be sunk approximately 600 feet.

This improvement has relieved the congestion of traffic between the center of Orlando and the Base.

Road 204 (Sec. 7212) Duval County

Paving of Road 204 from Chaffee Road to Cassett Avenue in Jacksonville in 1944 completed the Maxville-Jacksonville cut-off. Besides furnishing a shorter route via Road 13 to Gainesville, and relieving traffic congestion on Road 90 from Baldwin to Jacksonville, the road services Cecil Field and its satellites and the Yellow Water Gunnery School (NAT).

The road is paved with 24' concrete, and construction involved improvement to the drainage system.

Road 79 in Polk (Sec. 1611) and Hillsborough (Secs. 1011 & 1012) Counties

This improvement to Road No. 79 begins approximately one mile east of the city limits of Bartow and ends in Lake Wales. A 22 foot lime rock base with a bituminous retread surface was constructed following the alignment of the old road except where sharp curves were replaced with flatter ones. New bridges and other drainage structures were replaced in order to eliminate any possibility of damage from high water. When materials become available the timber bridges on this section are to be replaced with permanent concrete and steel bridges. Future plans also include the construction of a new bridge over Peace River and extending the new pavement into Bartow.

Reconstruction of that part of Road 79 from the Polk County Line to Hopewell in Hillsborough County was also recently completed and opened to traffic. A 22' sand-bituminous road mix pavement was constructed on new alignment, eliminating two right angle turns and also affording a more direct route for traffic. A new type reinforced concrete bridge was built over the north prong of the Alafia River. The superstructure was precast in sections 2'-7½" x 15'-0" and then placed on the pile caps. A bituminous surface was applied later. The main feature of this type of construction was the elimination of the need for a detour bridge—traffic was permitted to use the structure during construction.

A contract was recently awarded for rebuilding Road 79 from Hopewell to one-half mile east of Road No. 5 near Tampa. There has long existed a serious need and demand for this improvement.



Access Roads: Top: On SR 592 Connection between Drew and McDill Fields at Tampa. Bottom: On SR 64 Bypass around Pinellas County Army Air Base.

SR 2—Lake and Orange Counties

The Department Constructed 8.9 miles of 26' concrete pavement between Mt. Dora in Lake County and Plymouth in Orange County. This road is on the Federal Aid System. The new road was badly needed and replaces old brick, asphalt-concrete and RBST sections seriously worn and ranging in width down to an inadequate 18 feet.

MAINTENANCE

Maintenance of the State Highway System may be defined as that service which conserves the original road and bridge investment and improvements within the limits of maintenance, and adds to the safety, comfort and economy of operation for the traveling public.

Maintenance is the preservation of roads and bridges, and starts when construction ends. Under contract construction it is the contractor's obligation for thirty days; after that period it is the State's. This has reference to contract construction by the State, either with State and/or Federal funds. Where the State constructs with its own forces, maintenance begins immediately. This obligation on the part of the contractor or State is an effort immediately to preserve the funds provided for by State or Federal taxation, and continues as time goes on. Time and increased traffic will develop weaknesses in the best of construction, and neglect of maintenance will cause complete failure. Therefore, maintenance is an obligation in efficient administration of highway funds by the State Road Department.

The Department has relieved the counties of responsibility over many miles of roads and thousands of feet of bridges by taking over the most important routes for maintenance, and these are in addition to the roads and bridges constructed by the Department. (A breakdown of the mileage under maintenance is shown in a tabulated form in the back of this report). The Department is maintaining 8,389 miles of roads today, of which 6,620 miles were constructed by the Department with State, Federal and County funds and 1,769 miles were constructed by the several counties, some as far back as 1915, and varying from 9 foot brick and asphalt to 18 foot concrete.

This 8,389 miles consists of urban and rural roads and bridges as follows:

Urban: roadway 927 miles, bridges 16 miles, and

Rural: roadway 7,361 miles, bridges 85 miles.

The burden of maintaining so great a mileage, made more difficult by the increasing traffic volume, leads us to emphasize the problem and importance of taking care of the adequate sections, and improving the inadequate sections of the present system of roads now under maintenance or hereafter taken over for maintenance. Since Pearl Harbor, the Department has constructed quite a mileage of access roads and structures, for some of which there were provided adequate Federal maintenance funds for a one year period, with work being performed by State forces except where, in a few cases, it is performed by the Counties. After the emergency period maintenance costs will be the responsibility of the State or Counties.

The accompanying tables show the amount of money expended for maintenance, as well as construction. This expenditure was limited to the revenue of the Department and does not signify that all roads are now adequate. There are sections of main roads and bridges built by the State and Counties that should be improved to meet the present and future traffic needs and sufficient funds should be provided therefor or the original investment will be lost entirely. As everyone knows, since Pearl Harbor the Department has been laboring under all the restrictions imposed by the Federal Government in its war effort, and therefore there are sections of roads and bridges that are badly in need of reconditioning, if not entirely replaced.

Federal Aid Maintenance: Few realize that allocation of Federal funds for constructing a road or bridge is contingent upon a rigid requirement of the Federal Highway Act that the improvement be adequately maintained at State expense and, upon failure of the State to do so, the Federal Government can place a crew on the road and perform the necessary work, deducting the cost from the allocation of Federal funds to the State, and may withhold any further funds until satisfactory provision has been made by the State for future maintenance. This is something that has never happened as yet in Florida.

Operating under a centralized control of maintenance, all sections of the State receive the benefit of the latest practical methods developed. This centralization of operations includes the control at the headquarters office of the cost accounting so that uniform and accurate records are maintained for the various types of roads and bridges, as well as the individual pieces of equipment. This has enabled the Department conscientiously and accurately to prepare budgets in accordance with the law for the maintenance of roads and bridges in keeping with the necessity and conditions of the sections of roads and bridges maintained. Experience has proved that the lower the type of road, the higher the cost of maintenance. However, there is a limit to the amount of money to invest, and the type and cost of the road should be based entirely upon traffic demands. Improvement of sections of the maintained system as set up in the budget would reduce the routine maintenance cost. Those sections listed have reached the stage requiring reconstruction and modernization.

The Department feels that as its first duty is to preserve the investment of the public, ample maintenance funds should be budgeted and assured before new construction is started.

Maintenance work is carried on at present partly with convicts and partly with free labor. Convict labor on maintenance is economical only in such localities where there is sufficient concentrated mileage out of one central point that the fixed cost of the crew can be distributed over a large mileage and thereby reduce the cost per mile. There is a saving in working convicts on maintenance under such conditions, and the class of work is usually comparable to and sometimes superior to free labor. The Department now has convict crews on maintenance at the following locations: Zephyrhills, Indiantown, East Palatka, Marianna, Ocala, Lake City, Gainesville, Callahan, DeFuniak Springs, Oviedo, Floral City, Perry, Panama City, Tallahassee, Cocoa, Bronson, Bartow, Arcadia, Deland, Pensacola, St. Augustine, Tavares, Fort Lauderdale, Fort Pierce, Live Oak, Homestead, Noma, Fort Myers and Jay. The Department has experienced difficulties in its convict maintenance operation for the past two years due to a reduction in the number of prisoners. In 1941 the average number was 1553, which has consistently declined until the number at the end of 1944 is 770. The overhead remains practically the same.

The Department has installed and now operates an asphalt mixing plant in each maintenance unit for the purpose of manufacturing cold mixes for patching, edging, turn-outs and other uses.

New standards were employed in the placing of roadway signs and route markers, and a standard two name sign to be used at all intersections has been adopted. Their installation has not been completed due to restrictions on materials and skilled labor.

Center Line

The Department has for the past several years added to the safety of the traveling public by center line marking of its highways and installation of reflectorized traffic markers. The Department considers that money spent along this line is justified as it materially lessens traffic accidents. Safety is also served by the flattening of roadbed slopes, both front and back, and roadside improvement to increase sight distance on horizontal curves. The Department has center lined and keeps renewed approximately 5000 miles of its highways, representing about 3000 miles of actual center line applied, as the broken line method in place of the continuous line is used. The center line unit is composed of men trained in this type of work and is operated under the direction of the State Maintenance office. There are other improvements that could be made provided funds permitted, such as "No-Passing" zone markings which have been adopted by many of the states.

Bridge Maintenance

The Maintenance Department operates two specialized mechanical bridge repair units and two electrical repair units. Each of the mechanical units consists of a special truck unit with a 300 amp. arc welder, 105 cu. ft. air compressor, lathe, drill press, air drills, cutting and welding torches, and small tools. The two units also carry hydraulic jacking equipment of 20, 30 and 50 tons, equaling a lifting capacity of 300 tons. These units are equipped with tools and equipment as good if not better than the average small machine shop in the State. The units are used in all parts of the State making emergency repairs to our structures that are not within the scope of our maintenance repair shops to handle. Men of



Bridge Construction and Repair occasioned by increased waterborne traffic. Top: New Fender System of Amelia River Bridge on Road 13 in Nassau County. Bottom: New bridge on Road 10 at West Bay Creek, 1151' long, 26' wide, with vertical lift draw giving 82' vertical and 86' horizontal clearance.

special training are required to maintain the bridge machinery of various designs. The electrical units are equipped and maintained by competent electricians familiar with the electrical installation of our numerous electrically operated bridges throughout the State.

Equipment Maintenance

The Department has established fifteen equipment repair shops located at the following places: Tampa, Arcadia, Fort Myers, Gainesville, Lake City, Baldwin, Tallahassee, Panama City, DeFuniak Springs, Fort Lauderdale, Fort Pierce, Deland, St. Augustine, Cocoa and Leesburg. Shops are located to assure minimum loss of time in servicing and repairing the Department's equipment. All shops are under the supervision of experienced mechanics and are equipped with tools necessary for the repair of the equipment now in service. All repair equipment is owned by the Department and records show that practically all repairs to equipment are performed in our own shops. The Department operates approximately 800 units of automotive equipment (or as many of them as present conditions permit), consisting of passenger cars, one and a half ton trucks, pick up trucks, distributors, transport trucks, etc., and, in addition, 300 units of heavy equipment consisting of a 10 inch hydraulic dredge (now idle), draglines, tractors, mixers, road patrols, stationary engines, etc. The shops also service and repair such equipment as road drags, harrows, graders, and plows. The Department has discontinued the practice of attempting completely to rebuild its equipment, under normal conditions, as our experience in the past has proved that it is more economical to replace with new equipment any piece that has expended its economic life. However, we are now forced to completely overhaul our equipment when parts can be secured, for new equipment is not available.

Warehouses

At the locations mentioned in the foregoing paragraph, the Department has warehouses which are stocked with small tools and materials of various kinds most commonly used by the maintenance forces. These warehouses eliminate the necessity of making many small purchases, and have effected a substantial saving in obtaining lower prices in bulk purchasing and by eliminating the loss in time in supplying the needs of the working forces.

Sign Shop

For the past several years, the Department has operated a centralized sign shop for the fabricating, painting and repair of all the signs used on the State highways. The sign shop is manned by competent sign painters, and it has been found more economical to manufacture our own signs than to purchase them ready made. All minor sign painting and repair is handled by sign crews under the jurisdiction of our various maintenance engineers.

BRIDGES

During this biennial period few outstanding bridges were constructed; though contracts let covered work on 53 structures to the total of \$1,375,000. The conversion of the Keys bridges of the old Florida East Coast Railway into highway bridges, with connecting regrading and paving provided a modern highway from the Mainland into Key West. Formal opening of these bridges to highway service was made May 16, 1944.

In the improvement of the Highway System, few bridges were built owing to the serious restrictions on the use of steel and timber. Steel and concrete structures of relatively small stream crossings were built, one of which, of 252' length over Eleven Mile Creek, Road 537, is a typical all concrete bridge of simple design and good workmanship. A number of simple flat slab bridges of 15' span replaced timber structures at scattered locations.

An innovation in concrete bridge work was a precast concrete sectional floor, designed to replace timber structures of short length and span in locations generally where the supporting ground permits



Gandy Bridge connecting Tampa and St. Petersburg across Tampa Bay. Acquired with Federal Cooperation through condemnation in 1944 at a cost of \$2,479,510 and made toll free.



DAVIS CAUSEWAY: Bridge and fill connecting Tampa and Clearwater. Purchased from the owner for \$1,085,000, and made a free bridge March 10, 1944.

low bents or piers, and to avoid detours one-halfwidth or more of the bridge floor can be removed and replaced by the precast floor. A bridge of this design was built as a crossing of the Alafia River on Road 79 in Hillsborough County and is a structure of 135' length and roadway width of 26' between curbs.

An all concrete bridge of 600' length was built across the North Arm of Bayou Grande in Escambia County as an access to a housing development for the forces of the Pensacola Naval Air Station.

At the village of West Bay, Bay County, a lift span bridge is now nearing completion as a replacement of an obsolete floating span crossing of the Intracoastal Waterway. A similar structure is designed for the Intracoastal Waterway crossing on Road 6 about 6 miles north of Port St. Joe, but steel for this bridge cannot be made available.

Heavy oil barge traffic by way of the Intracoastal Waterway, Pensacola to St. Marks, as well as similar traffic along the East Coast Waterway, has brought about heavy damage to the bridge fender systems and in some cases to the bridges themselves. This is particularly the case at the Fort Walton, Hathaway, DuPont, and Apalachicola Bridges where the cost of replacing fenders has exceeded a quarter million dollars, not a great part of which can be recovered through legal action against the offending towboat operators. One accident damaged piers of the Hathaway Bridge to such an extent that costs of repair are likely to exceed \$50,000.

The Escambia River timber bridges of Route 90 were repaired and brought to a greater load carrying capacity in order to allow adequate transport facilities to operate between Pensacola and outlying air fields.

The postwar program includes many bridges for which the plans are well advanced and in some cases completed and ready for the time when materials and men for construction will be available.

FEDERAL AID

The State Road Department has received yearly allotments of Federal Aid funds for improvements to our highway system since the passage of the Federal Aid Act by Congress July 11, 1916, except for the year 1944. These funds are of various classifications, each for a specific purpose: Regular Federal Aid funds for improvement of the main highways in the State which are located on the Federal Aid Highway System, Secondary Federal Aid funds for improving farm to market feeder roads and other connecting roads not on the Federal Aid Highway System, Grade Crossing funds for constructing grade separation projects or automatic signals at railroad crossings, Forest Federal Aid funds for improving National Forest Roads and Trails.

In addition to the above described funds Congress has allocated emergency funds to provide work relief by increasing employment on the construction of highways. There have now been allocated Defense funds to provide roads of military importance or roads which will benefit the war effort. These funds can be used for the construction of Access Roads to Military or Naval bases and air fields and to industrial plants having war orders, for construction to eliminate critical deficiencies in the Strategic Network System, for the construction of flight strips, for the preparation of surveys and plans for future developments to the Strategic Network System, municipal bypass roads, and through routes, and for other miscellaneous construction incidental to highways which are necessary for the war effort. Funds have also been allocated for the preparation of plans for Postwar Construction.

Regular Federal Aid funds must be matched with an equal amount of State funds. These Federal Aid funds must be expended on the Federal Aid Highway System which is a system of main highways originally established in 1921 by the Federal Government and the State. The mileage on this system is now 2,740, exclusive of 12 miles in Federal reservations. This mileage may be increased when 90 percent of the mileage is adequately improved and is being properly maintained. A provision of the Federal Aid Highway Act is that these funds must be expended within two years after allotment to the State, otherwise they are withdrawn and reapportioned to the other states, except, due to the war emergency, unexpended balances of the 1941, 1942 and 1943 funds will not expire for the duration of the emergency. No funds have ever been withdrawn from Florida, although it has required approximately



\$1,800,000 of State funds each year to supplement the Federal funds in order to make them available for expenditure, and will probably require a great deal more in the future.

Secondary Federal Aid funds must be matched with an equal amount of State funds and are available for expenditure on important feeder and farm to market roads.

Federal Aid Grade Crossing funds for use in eliminating hazards at railroad crossings do not require State funds for matching purposes and may be used on any roads or streets in the State. Improvements being made with Grade Crossing funds consist of installing automatic flashing light signals and grade crossing eliminations. The eliminations may be by vertical separation of tracks and highway or by relocation of highway.

Forest Federal Aid funds do not have to be matched by the State and are expended only in National Forests to improve an existing road or to initiate new roads.

Emergency funds were allotted only during the years 1931 to 1935, inclusive, and did not require matching by an equal amount of State funds for their expenditure and were available for expenditure on all classes of highways in the State.

Funds made available by the Defense Highway Act of 1941, provided 100% of the cost of approved Access Road and Flight Strip Projects and 75% of the funds for improvement of highway projects on the Strategic Network System.

A 1934 amendment to the Federal Aid Highway Act provides a penalty of up to one-third of a State's allocation if motor vehicle user taxes then going to highway improvement, are reduced or diverted. The 1944 Postwar Highway Act also provides that no Federal funds shall be advanced to any State violating this amendment.

A definite requirement by the Federal Government is that the State must adequately maintain each Federal Aid project with State funds, except during the present war emergency Defense funds may be used for the maintenance of projects of vital importance to the war effort. Failure to provide adequate maintenance according to the Federal regulations is cause for suspension of Federal funds for proposed projects until the unsatisfactory maintenance is corrected.

There are included with other tables and charts in the back of this report a tabulation showing Allotments of Federal Funds and one showing Status of Access Roads.

DIVISION OF TESTS

Other biennial reports have told of the beginning of the Division of Tests as an ill-equipped laboratory which performed only a small portion of the tests required to properly control the quality of materials entering into the construction of bridges and highways, and have described the growth of the laboratory through the year 1942. During the past 15 years the Division of Tests has taken over practically all testing work, which, because of lack of facilities and trained personnel, had been formerly handled by commercial laboratories. This has resulted in a much greater benefit to the Department because of the resulting centralization and coordination of the testing work.

The Division of Tests is composed of the following units:

1. Administrative
2. Chemical Laboratory
3. Physical Laboratory
4. Soils Laboratory
5. Branch Limerock Laboratory, Williston
6. Branch Limerock Laboratory, Sumterville
7. Branch Coarse Aggregate Laboratory, Brooksville
8. Branch Fine Aggregate Laboratory, Lake Wales
9. Cement Inspection Service, Tampa

The branch laboratory at Ocala, Florida, has been discontinued due to curtailment of work and reduction in laboratory personnel, and the Williston limerock laboratory is handling the work in that vicinity. The cement inspection service which was discontinued at the close of the year 1942 because



A Section of the Chemical Laboratory of the Testing Division at Gainesville.

of a ruling by the War Production Board, which stopped all cement inspection except by certain laboratories designated by the National Bureau of Standards, was resumed in April, 1943.

Inability to get paint for maintenance use for the past two years has eliminated paint inspection and greatly reduced the volume of laboratory work.

Supervision of field testing, including control tests of tests made by the five field laboratories, training of field inspectors in the control of concrete, calibration of construction equipment, furnishing, repairing and maintaining all field testing equipment, are continued as duties of the Division of Tests.

Thickness and width determinations and surface tests on concrete pavements, plant and road mix bituminous pavements, and limerock bases are also continued as duties of this Division.

For the last two years very little new equipment has been purchased due to war restrictions; however, several important additions have been made. A soundness autoclave expansion apparatus was purchased for cement testing to conform with American Association of State Highway Officials specifications. In order to make standard flexural tests on concrete by means of the third point loading method the necessary equipment was purchased for attaching to the Division's universal compression machine. A paint viscosimeter was also purchased for use in testing traffic paints.

The Division of Tests receives no appropriation or authorization for a research department but has for the past fifteen years made such investigations as could be undertaken by the personnel in time that could be spared from other duties including, during the last two years, investigation of materials used as admixtures to concrete, paint and paint formulations, bituminous coating aids for wet aggregates, new sources of aggregate supplies, limerock in concrete, limerock cement stabilization and limerock bituminous mixes.

The last three investigations covered 8500 feet of 22 foot experimental pavement on State Road 2 about two miles north of the city limits of Gainesville consisting of

4500 linear feet limerock concrete—various mixes and cross sections;

1000 linear feet limerock cement stabilization; and

3000 linear feet limerock base, different sections of which were mixed to a compacted depth of of 2 inches with different types of bituminous materials.

The Division of Tests made estimates of the necessary paving materials to be purchased, and made the necessary investigative designs of the concrete, stabilization and bituminous mixes. A competent contractor constructed the concrete section, and State forces constructed the limerock cement and bituminous sections.

As soon as the subgrade was completed the Division of Tests made an exhaustive study in an effort to develop a satisfactory field bearing value test comparable to a laboratory test made with a machine patterned after one developed by the Public Roads Administration.

The Division of Tests made all the field compressive and flexural test specimens of the limerock concrete. These specimens are being tested at various ages, and the pavement is being closely inspected at periodic intervals for any flaws, cracks or failures. The Portland Cement Association and the Limerock Association cooperated in the supervision of the construction of the limerock cement section, and the latter joined also in supervising construction of the different bituminous sections. Reports will be made from time to time to those interested in the behavior of these experimental sections. A preliminary report is being prepared for distribution which describes all the preliminary laboratory work and all the details of construction and subsequent behavior to date.

Following is a tabulation of all tests made during this biennium:

MATERIAL	1943	1944	Total
Bituminous Materials, Asphalts, Creosotes and Tars.....	4256	4308	8564
Concrete, Compression Tests	5249	3617	8866
Concrete Sands	2279	1119	3398
Coarse Aggregate and Cover Material	4626	4224	8850
Limerock, Chemical Analysis	4721	6078	10799
Limerock Base, Thickness and Width Determinations.....	2751	6915	9666
Soil Tests	2869	2265	5134
Bituminous mixes and concrete designs, cement tests and miscellaneous	976	802	1778
TOTALS	27727	29328	57055

The foregoing tabulation represents the number of separate and individual tests, not the number of samples. For instance, during 1943 and 1944 the Division of Tests made a total of 8,850 tests on coarse aggregate. The greatest proportion of these tests is the sieve analysis, however, in order to control the quality of the material many other tests are made, such as abrasions, specific gravities, absorption unit weights, soundness tests, etc. The total of 8,850 includes all the above tests.

In addition to the tests tabulated above, the personnel of this Division has closely inspected the following quantities of materials:

MATERIAL	1943	1944	Total
Cement, Barrels	66,204	84,517	150,721
Center Strip, Lineal Feet	46,160	.....	46,160
Concrete Paving Chairs, Pieces .....	.....	18,300	18,300
Expansion Joint Metal, Lineal Feet	47,635	48,307	95,942
Guard Rail Posts	411	1	412
Pipe, Concrete, Lineal Feet	26,908	20,904	47,812
Premolded Joint Filler, Lineal Feet	9,960	.....	9,960
Steel, Reinforcing, Pounds	109,210	520,641	629,851
Piling, Lineal Feet, (Untreated)	64,631	46,173	110,804
Lumber, F. B. M. (Untreated)	1,659,400	1,104,479	2,763,879
Piling, Lineal Feet (Treated)	57,409	45,095	102,504
Lumber, F. B. M. (Treated)	1,505,743	1,011,777	2,517,520
Roll Roofing, Lineal Feet .....	.....	10,000	10,000
Waterproofing, Drums	135	.....	135

For the years 1943 and 1944 there was a decrease of 59% and 56% respectively in the number of tests as compared with the year 1941. For the years 1943 and 1944 there was a decrease of 47% in personnel as compared to the year 1941. These decreases reflect the curtailment in road construction due to war-time conditions.

DIVISION OF RESEARCH AND RECORDS

This Division, begun as the Highway Planning Survey in 1936, has passed through several stages of development. Its first function was to collect and assemble a wide variety of data relating to highway conditions and needs; next, these data had to be tabulated, analyzed and reported, and finally, it has emerged into a continuing function of supplying traffic, fiscal and roadway information to the State Highway Officials.

During this biennium only that work of immediate concern to the Department has been carried on. County maps, Traffic Flow maps, Straight Line Diagrams and detail bridge records are being kept current and supplied to personnel requiring them. Only those portions of the Road Life and Financial studies necessary to preserve the value of the data are being continued now, but we have agreed to resume the Financial reporting to the PRA in the nearfuture.

Detail records of the conditions, needs and estimated costs for improving every mile of road and bridge on the State Maintained System have been prepared and are being kept currently revised.

With the service of only one man in this Division the twenty permanent electric traffic recorders located at strategic points throughout the State have been kept in operation. Supplementary traffic data are obtained through use of a one man party covering the State four times a year with fifteen portable machines. In addition to the continuing traffic counts, many special counts were required in connection with military bases and war plants. Traffic volumes and estimates are required on all Federal Aid projects.

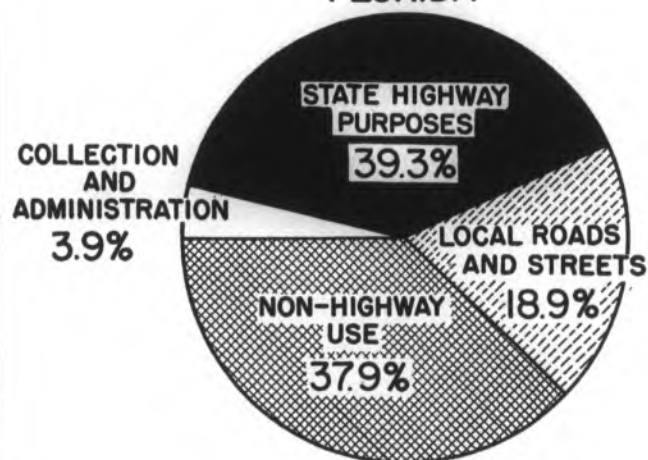
Non-routine activities of this Division during 1943-44 included: Work on a highway Sign and Marking Manual, revision of Cost Accounting set-up and initiation of a plan to identify permanently every link of the State Maintained System and operations thereon by Section and Job Numbers. Work on the Sign Manual is continuing and is designed to become effective when ample manpower and materials are again available.

The revised cost accounting procedure and the section and job number plan were incorporated into a Field Manual issued July 1, 1944. The section and job number plan follows.

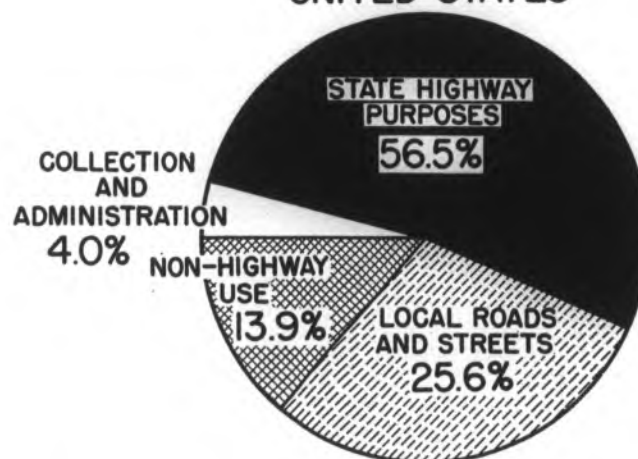
WHERE THE 1943 HIGHWAY DOLLAR WENT

DISTRIBUTION OF MOTOR VEHICLE TAXES

FLORIDA



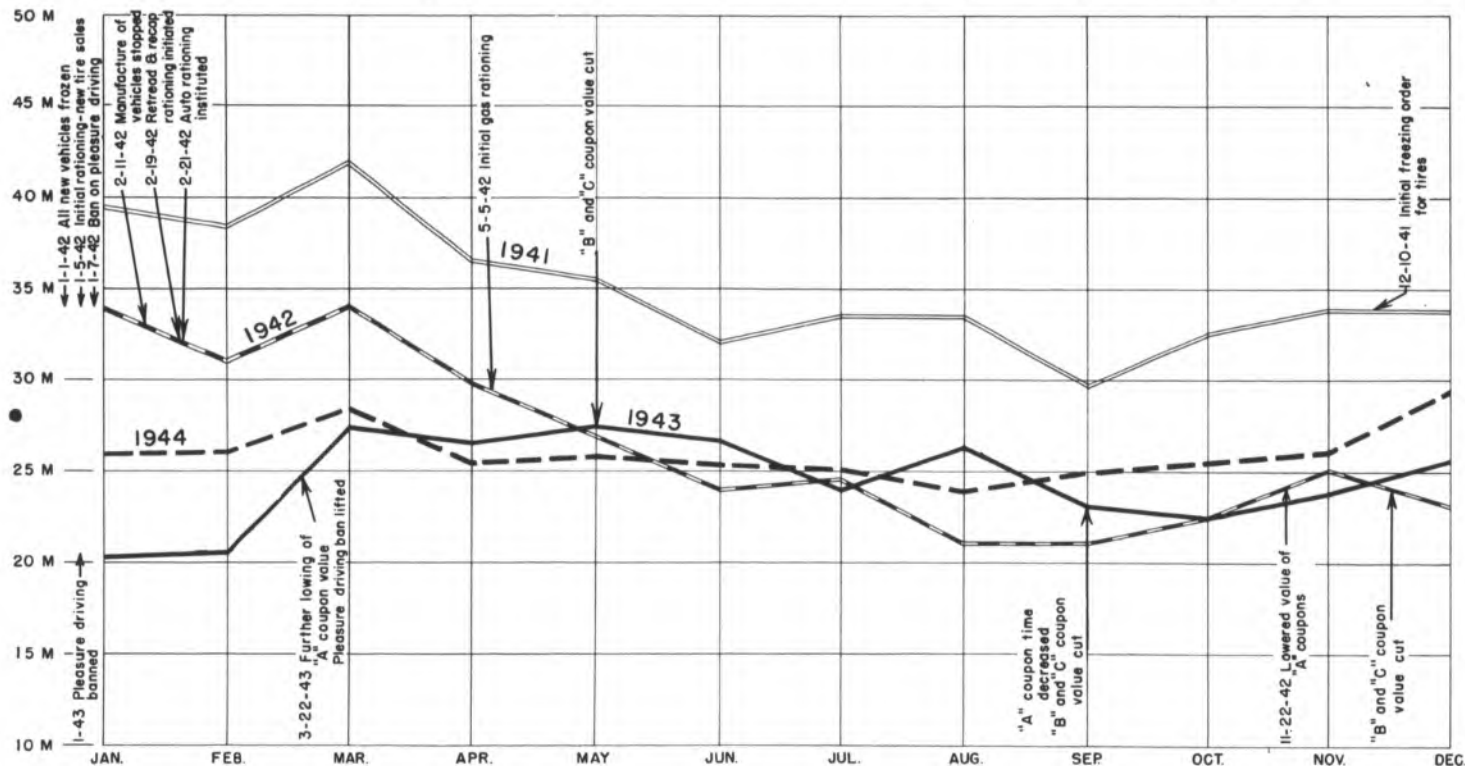
UNITED STATES



PURPOSE OF EXPENDITURE	FLORIDA		UNITED STATES	
	\$ 1000	PERCENT	\$ 1000	PERCENT
COLLECTION AND ADMINISTRATION	1,233	3.9	44,254	4.0
STATE HIGHWAY PURPOSES	12,543	39.3	631,095	56.5
LOCAL ROADS AND STREETS	6,014	18.9	286,573	25.6
NON-HIGHWAY USE	12,077	37.9	155,455	13.9
TOTAL	31,867	100	1,117,377	100

THE EFFECT OF VEHICLE, TIRE AND GAS RATIONING ON TAXABLE GASOLINE SALES

TAXABLE GASOLINE SALES
IN MILLIONS OF GALLONS



PERCENTAGE CHANGES

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	YEAR
1942 from 1941	-14.77	-20.33	-19.06	-17.08	-23.70	-24.14	-25.81	-37.38	-29.47	-29.51	-24.90	-39.57	-25.2
1943 from 1941	-49.00	-46.69	-33.43	-27.51	-21.00	-16.34	-25.75	-22.40	-22.00	-30.17	-29.44	-34.77	-30.6
1943 from 1942	-40.17	-33.08	-17.75	-12.58	+3.55	+10.28	+0.08	+23.92	+10.58	-0.93	-6.04	+7.94	-7.2
1944 from 1941	-34.17	-32.58	-32.58	-29.18	-26.34	-21.38	-25.08	-28.53	-16.85	-21.35	-20.63	-23.68	-26.46
1944 from 1942	-22.77	-15.37	-16.70	-14.59	-3.45	+3.64	+0.98	+14.13	+17.88	+11.58	+5.69	+26.29	-1.71
1944 from 1943	+29.08	+26.46	+1.28	-2.31	-6.76	-6.02	+0.90	-7.90	+6.61	+12.63	+12.48	+17.00	+5.89

† includes 13,703,866 gallons sold to government from February 15, to June 30, on which tax of \$959,270.63 was paid in July following a favorable court decision.

SECTION AND JOB NUMBERS

Section Numbers

State Roads under maintenance, logical extensions thereto, and other routes upon which construction or improvements are made under the supervision of the Department and for which accounting records are set up in the Auditing Section have been divided into units of roadway length, called sections. These sections, with definite and unchangeable limits, will not be affected by changes in highway numbers, Federal projects, or in surface types. The section number will serve as the common reference for construction and maintenance operation as well as for accounting records. Section markers are to be located on the ground.

The section number will be composed of four digits:

The first two digits indicate the County—2601.

The last two digits indicate the Road Section—2601.

Thus, 2601 signifies the first section (01) in Alachua County (26).

A preliminary or suspense section number, ending in 00 for ready identification has been set up in each County to embrace operations and expenditures not immediately chargeable to definitely identified permanent sections.

Section Maps and Section Lists showing the number, location and description of the sections are available to personnel requiring the information.

Job Numbers

Every construction and improvement operation, and each operation authorized under Periodic Maintenance, will be assigned a separate and individual job number, whether performed by contract or State forces. This job number will follow the section number. No limits are fixed for a particular job, beyond the limits of the section.

The job number will be composed of three digits:

The first digit indicates the source of funds—101.

The last two digits indicate the number under which the particular field work is to be carried—101.

Thus, 101 signifies the first job assignment using State funds.

Construction Job Number or Work Authorization

In reporting charges for construction or improvements and for Periodic Maintenance, whether classed as construction or maintenance, the combination of the Section Number and the Job Number is essential to identify the Construction Job Number under which the work is authorized. For example,

Construction Job Number 2601-101 indicates:

2601-101, The first job,

2601-101, on the first section

2601-101, Authorized with State funds,

2601-101, In Alachua County.

The Job Series Groupings which will indicate the source of funds as well as the particular piece of work authorized are as follows:

Series	Source of Funds
001-099	Preliminary surveys, signal installations on non-maintained routes, and other work for which sections have not been assigned.
100-199	State Construction (including Periodic Maintenance classed as construction).
200-299	Federal Participation.
300-399	Federal Grants.
400-899	(For future use).
900-999	Maintenance under periodic or emergency work orders.

Postwar Planning

More and more time of the Division Engineer and his assistants is being taken up with postwar surveys, designs and plans, especially those related to the urban routes. On site studies are being made in several cities and more detailed surveys are scheduled.

A project involving State and Federal funds in amount of \$70,000 has been set up for investigation of urban congested routes, and for recommended improvement to relieve such congestion. The Department has planned investigations at seven (7) locations in the State with these funds. There is also available \$286,286 of State and Federal funds to cover cost of surveys and plans for these projects.

There has been submitted to Washington a plan for postwar development on the State Maintained System involving the expenditure of \$161,000,000, including scheduled improvements on the Federal Aid Primary System amounting to \$66,000,000. Revised recommendations covering a Federal Aid Secondary System for the State have also been submitted.

The 1944 Postwar Highway Act (Public Law 521—78th Congress) requires the designation of a National System of Interstate Highways of not more than 40,000 miles, so located as to connect the principal metropolitan areas, cities, industrial centers, to join with continental routes in Canada and Mexico, and to serve national defense. Selection of the routes is to be by the same procedure as for the Federal Aid System, and any route selected automatically becomes a part of the Federal Aid System.

Under the tentative general designation of the System Florida's portion will include approximately 980 miles of highway, of which 775 will be rural and 205 urban.

PRIORITIES

During the years 1943 and 1944 the operations of the State Road Department were controlled and restricted by a multitude of Government Regulations and Orders. These regulations and orders were designed to channel materials, equipment and manpower to uses which would aid the War Effort directly and indirectly and to other uses essential to the civilian economy and welfare.

At the beginning of the year 1943 new construction was controlled by War Production Board Order L-41 which prohibited the beginning of construction of any highway, street or bridge project costing \$1,000 or more, except grading or similar work where no processed materials were required, unless specifically authorized by the War Production Board.

On April 1, 1943 the Controlled Materials Plan was put into effect by the War Production Board. This Plan controlled the distribution of steel, copper, and aluminum, in basic forms, to the various users of these metals. The Department was required to file applications for its estimated requirements of these metals for construction on a quarterly basis, and received quarterly allotments for construction authorized by the War Production Board.

Effective February 15, 1944, authorization to begin construction, priorities assistance, and controlled materials allotments were applied for together on one set of forms for each project. The Authorization to construct the project also carried a preference rating and an allotment symbol if they were necessary. The allotment symbol, when placed on purchase orders for controlled materials, has the effect of a specific quarterly allotment of controlled materials. Projects covered by this type of authorization are not limited to specific quantities of materials or calendar quarters in which the materials must be delivered.

On April 19, 1944 the War Production Board issued Order L-41-e applying specifically to public highway and street construction, maintenance, and repair activities, which permitted certain construction projects to be started without specific authorization, among which were:

- (a) A project costing \$10,000 or less.
- (b) A project costing \$5,000 per mile or less providing the aggregate cost of the project does not exceed \$25,000.
- (c) Widening of surfaces where such widening does not provide additional traffic lanes or require increase in width of roadbed.

All other public highway and street construction requires War Production Board permission except projects owned or certified by certain War Agencies.

Until September 9, 1943 the use of bituminous road materials on roads and streets was restricted by the office of Petroleum Administration for War to only those projects and patching programs for which the Washington Office of the Public Roads Administration issued a certificate of necessity of use of bituminous materials. The Department assisted the counties and municipalities in applying for their needed bituminous materials.

Under WPB Conservation Order M-208 in effect until July 1, 1944 the Department was not able to obtain the higher grades of southern pine and cypress lumber for maintenance or construction. Effective January 1, 1944, WPB Order M-361 further restricted delivery of southern yellow pine lumber to only those sizes, items and quantities specifically authorized by the War Production Board for each purchase order or group of purchase orders on a single supplier for a particular use. To obtain such authorization the Department was required to file an application with the War Production Board for each purchase order or use for which the lumber was required.

Effective July 1, 1944, WPB Orders M-208 and M-361 were superseded by Order L-335 under which specific quantities of lumber are allocated by Calendar quarters to the Department and other consumers who use 50,000 or more feet, board measure, per quarter. The allocations or quotas are apportioned to these consumers on the basis of applications submitted by them quarterly and the estimated total lumber production that will be available. Lumber for construction projects specifically authorized by the War Production Board does not have to be charged against the L-335 quarterly quotas. The Department has been obtaining approximately 80 per cent of its estimated lumber requirements under this procedure.

For the purchase of items for maintenance, repair and operating supplies the Department was restricted under WPB Order P-100 to use the preference rating A-10 which was so low that many items



Bridge over North prong Alafia River on Road 79 in Hillsborough County. Superstructure is of precast units with cast-in-place curbs.



State Road 79. Top: Rural type in Hillsborough County. Bottom: Municipal type at Connorsville in Polk County.

could not be obtained and special application for each item to the War Production Board for a higher rating was required. CMP Regulation 5-A issued April 1, 1943 permitted the Department to use the preference rating AA-2 and the allotment symbol MRO 5-A to purchase such materials and supplies provided that such purchases in any calendar quarter did not exceed 30 per cent of its aggregate expenditures for the same purposes during the year 1942, and further provided that such purchases for any 12 months period ending on March 31 did not exceed its aggregate expenditures for those purposes during the year 1942. Office equipment, construction equipment, and certain other items could not be obtained unless specifically authorized by the War Production Board.

The activities briefly described above were handled by an office force consisting of one engineer, one office auditor, and one stenographer. It is their duty to keep posted on War Production Orders and Regulations affecting the Department's operations, to keep the various records required by these regulations, to prepare and handle the various applications with the War Production Board, and to handle the necessary correspondence concerning priorities between the Department and its Contractors.

RIGHT OF WAY

During the biennium beginning January 1943 activities of the Division of Right of Way have followed generally the course pursued through the preceding biennial. While State and Federal Aid construction has been restricted there has been an increase in the number of Federal Access Projects for the Army and the Navy, and a greater proportion of the work of the personnel of the Right of Way Division, both in the Tallahassee office and in the field, has been directed to the acquirement of right of way for these projects.

There have been few changes in the personnel of this division during the past four years and the number of employees has remained practically constant at a total of ten in the Right of Way Office in Tallahassee, with eight field agents attached to the five division offices in charge of the Department's work throughout the State.

During 1943 and 1944 this division acquired 1616 parcels for right of way at a cost of approximately \$200,000 in Federal funds. Various counties contributed part of the cost of acquiring about 150 parcels included in the above but we have no record of these expenditures, which were in addition to the Federal funds. Acquirements of access right of way was begun in December, 1941. From that date through December, 1944, almost an even \$300,000 of Federal access funds have been spent in securing title, vested in the State of Florida, to 2066 parcels of land for right of way for roads, and for drainage ditches and borrow pits, in the construction of 60 access projects.

FIELD DIVISION OPERATIONS

Field operations are directed by five Field Division Engineers through headquarters located at Bartow, Lake City, Chipley, Fort Lauderdale and DeLand. The frontispiece shows the modern division offices now housing the Field Administrative staffs, the last of which, at Bartow, was completed in 1942.

Wartime restrictions have continued in this period to make the path of the Division Engineer a rough one to travel. That many valuable improvements have been made in spite of the difficulties and obstacles is revealed by the following reports from the five Field Division Engineers.

First Division—Bartow Office

The activities of the First Division during the past two years have been influenced by the war time restrictions on personnel and materials. Both construction work and maintenance operations have been curtailed below normal and have been confined mostly to the main highways and military access roads.

Surveys and plans have been made for proposed work to be done when conditions permit. Postwar planning has been worked up in conjunction with our main office.

A maintenance program has been concentrated on to preserve old roads until such time as conditions permit major improvements to be made. Wartime freight traffic on our highways has been damaging and has necessitated major maintenance work. Considerable retreading of old surfaces has been done.

Surveys and plans and engineering supervision have been performed on military access road projects as follows; (1) SR 545 and SR 592 (Sections 1013 and 1018), connecting Drew and McDill Fields and Tampa; (2) SR 568 (Section 1622), connecting Lakeland Airport No. 2 (Drane Field) and SR 17; (3) SR 556 (Section 1017), connecting Hookers Point Shipyard and 22nd St., Tampa; (4) SR 567 (Sections 0912 and 1623), connecting Avon Park Bombing Range with Avon Park; (5) SR 184 (Section 1207), connecting Buckingham Gunnery School and Ft. Myers; (6) SR 64 (Section 1512) replacing SR 64 closed by Pinellas County Army Air Base; (7) SR 613 (Section 1018), connecting Dale Mabry Highway and Port Tampa City.

Some State construction work has been performed on essential roads approved by the WPB.

Second Division—Lake City Office

The great majority of the new construction work done in this Division has been on access projects for servicing the war effort, particularly, naval air training. All projects on our access road program have been completed, except one 2-mile closure road north of Fleming Field in Clay County, for which plans have been submitted.

No strictly State road construction of any consequence has been done with exception of curve elimination on Road 48 to Camp Blanding and of the paving started on the cut-off road No. 236 from Ft. White to Road No. 2, the latter being approved by WPB as essential to the timber industry. The only bridge construction, except one concrete deck bridge on Road No. 50 and certain small structures included in access road projects, has been in the nature of repairs and improvements on existing structures, particularly, at Amelia River in Nassau County, and at Sister's Creek in Duval County. These two bridges have been the constant pieces of resistance to wartime tugboatmen trying to navigate the Intra-coastal Canal with numerous overloaded barges.

A number of periodic maintenance projects have been completed on old roads requiring widening and resurfacing. Among these the work done on Road No. 1 from the Columbia County line eastward to Little St. Mary's River should be noted as the first on which plant-mixed retread material was placed by mechanical spreader. Results obtained by this method proved quite satisfactory.

The general economic situation of the past two years, resulting in higher wages and fewer felons, has caused a depletion of our convict maintenance forces from 1/3 to almost 1/2 normal strength. This condition, combined with the inability to hold or replace trained maintenance personnel with prevailing Department salaries, has caused general maintenance and appearance of highways to be under par during this period.

The purchase of the Heckscher Drive for \$125,000.00, under negotiation for the last two years, was completed in the last days of 1944 and the road opened for free public use. This road, formerly a private toll road, built by the Heckscher interests and later owned and operated by the North Shore Corporation, extends eastward from Road No. 3 along the north bank of the St. Johns River to the Atlantic Ocean. Included in the purchase, besides the 100 ft. right-of-way, road, bridges and appurtenances are additional areas, such as Little Talbot Island, that will be helpful in the development of this road for recreational and park purposes. It is anticipated that the Heckscher Drive will eventually be a link in the Coastal Road No. 140 to Fernandina.

Two experimental sections on Road No. 2 north of Gainesville were constructed in the latter part of 1944 to obtain highway traffic tests on (1) cement-limerock concrete of three varying Maricopa sections, (2) cement-stabilized limerock base, (3) regular 8" Limerock base, with three types of 2" wearing surface, using cutback asphalt, tar and emulsified asphalt. A detailed report of this work is being prepared by Mr. H. C. Weathers, Division Engineer of Tests.

Third Division—Chipley Office

As in the biennium of 1941-42, our new work for the past two years has been almost entirely at the request of either the Army, Navy or Maritime Commission for access roads.



Access Roads Projects in Second Division. Top: On SR 204 from Maxville to Jacksonville—besides being a shortcut from Jacksonville to Gainesville it serves Cecil Field and its satellites and the Yellow Water Gunnery School (NAT). Center: On SR 48, Access Road to Lee Field in Clay County. Bottom: On SR 606 in Nassau County. Lateral banks are sand dunes and not snow as might appear, but just as troublesome to control.



Top: Access Road Project Okaloosa County. On SR 10 Bypass around Eglin Field. Bottom: On SR 537 between SR 7 and SR 1A in Escambia County. Shortcut for East-West traffic on U S 90 and designed to be part of proposed Interstate System. Completed lane is 8"x22' SCST with right of way for additional lane when needed.

The expansion of Eglin Field necessitated the re-routing of State Road No. 10 for a distance of approximately six miles and a modern 22' Sand Bituminous Road Mix pavement now replaces the old one.

Increased military loads caused the rapid deterioration of timber bridges across Escambia Bay and a total of 6456 Lineal feet of bridges was reconditioned and strengthened under traffic, using approximately a million board feet of treated timber and 5600 lineal feet of treated timber piles. The hindrance to traffic was remarkably little and no accidents occurred because of the work.

Fire destroyed the West approach to Choctawhatchee River Bridge on the Old Spanish Trail and a new approach consisting of 1095 feet of 26' roadway, all concrete, is nearing completion.

For a number of years the State Road Department maintained a pontoon draw bridge across the Intracoastal Waterway at the town of West Bay. Due to the necessity for furnishing quicker passage of oil barges and better handling of workers for Wainwright Shipyard in Panama City, the Department was granted permission to construct a 24' roadway concrete bridge with a steel, vertical lift span providing 86' horizontal and 82' vertical clearance. This bridge is nearing completion and should be opened to traffic about March 15th, 1945.

Congestion between Wainwright Shipyard and Panama City was responsible for the widening of Road No. 10 to four lanes (44') from St. Andrews to the Shipyard (2 miles) and the construction of a two lane (22') Sand Bituminous Road Mix pavement along 15th Street from St. Andrews to Cove Boulevard (3½ miles) in Panama City.

At Army request, we constructed a "Flight Strip," near Carrabelle, consisting of a Sand Bituminous Road Mix runway 8" thick, 150' wide and 4000' long with stabilized areas at each side and end. To resist the impact of heavy airplanes landing on the strip, our regular specification for bearing value of soil was changed from 30 lb. to 50 lb. and an exceptionally tough and dense base was obtained which has shown no displacement or failure after a year and a half of use.

State Road No. 10 from Carrabelle to the Ochlockonee River was originally built in two sections; one of 4"x18' sand-clay surface-treated and one of 4"x18' decayed shell surface treated. Military traffic at Camp Gordon Johnson destroyed the sand-clay section very rapidly and large holes developed all over it before we were asked to widen and re-surface it under traffic and using Access Road Funds. This work was done by State Forces and on a Force Account basis, and consisted of widening to 22' with Sand Bituminous Road Mix, patching the existing base and constructing a 2" average Sand Bituminous Road Mix retread surface over the entire width for a distance of 11.6 miles.

The old Sand Bituminous Road Mix pavement between Lanark and St. Theresa also failed badly in spots and a total of 2.7 miles was reconditioned under the same arrangement by adding 6" of Sand Bituminous Road Mix pavement on top of the old base.

Perhaps our hardest task during the biennium was the replacement of damaged fender systems at our bridges along the Intracoastal waterway. All seven of the bridges required at least one major overhaul and four of them had to have complete new fenders due to their destruction by heavy oil barges.

Hathaway Bridge, across St. Andrews Bay on State Road No. 10, has suffered more than any other due to the large amount of water-borne traffic and the fact that it is across deep and open water. In April of 1943 a tow knocked the swing span from its track and very nearly into the Bay, causing a tie-up in traffic of about two weeks. Again in November, 1944 a tow collided with one of the piers, knocked two of the trusses 18" out of line, and in all caused nearly \$50,000.00 in damage to the piers, etc.

Timber restrictions, poor weather conditions and scarcity of labor made these repairs both slow and expensive, however, all fenders are now in good condition along the Waterway.

Other work consisted principally in resurfacing old roads and a total of 307 miles of this work was completed as follows:

Rebuilt	4 miles
Sealed	164 miles
Retreated	85 miles
1½" to 2" Retread	54 miles
	<hr/>
	307 miles

Fourth Division—Ft. Lauderdale Office

In this biennium the Fourth Division completed and placed on maintenance roadway and bridge projects amounting to approximately \$4,100,000.00.

The majority of the work accomplished by the Department has been in direct support of the war effort and many projects were financed either entirely or in part by the Federal Public Roads Administration. The major project in the Division was the construction of the Overseas Highway between Florida City and Key West. Some of the construction was accomplished by State Forces while the major part of the work was let to contract. A more detailed description of this work is given elsewhere in the report.

Work of strictly military necessity included a flight strip at Marathon on the Florida Keys consisting of a lime rock runway 8,000 feet long and 500 feet wide with asphalt pavement 4,000 feet long and 150 feet wide in the center. Access roads were constructed to serve the Homestead Army Air Base, 36th Street Airport, Miami, the Fort Lauderdale Naval Air Station, Oakland Park Satellite Field near Fort Lauderdale and Morrison Field in West Palm Beach. All costs of these projects including the cost of engineering services by the Department's forces were paid by the Federal Government.

In addition to these military projects the Department has constructed and now has under contract several projects affecting the vast truck farming areas of South Florida. Nine miles of pavement has been constructed on State Road 199 serving as a farm to market connection for a developed area of over 15,000 acres. Farm to market roads are now under construction from Deerfield west and from Pompano west to large farming areas. The Department also has under construction two projects in Collier and Hendry Counties which when completed will provide a paved road between Everglades and LaBelle. Roads are now being improved in the Lake Okeechobee area to better serve the large agricultural development in this vicinity.

The Department since Pearl Harbor has been on a "war basis" and projects strictly for tourist and non-essential traffic have been deferred for the duration. We have attempted to keep the road and bridge system in good repair. However, this is becoming increasingly difficult due to irreplaceable equipment wearing out, loss of manpower to the armed forces and more lucrative employment, inability to obtain trained replacements, difficulty in obtaining materials and supplies and to the depletion of the prison population at our maintenance camps. A comparison of employment figures readily shows the curtailment of activities of the Department.

Employees, 1942	416—1945	244	42% reduction
Prisoners, 1942	190—1945	88	59% reduction

Of the \$4,100,000 worth of contracts completed this biennium \$3,255,000.00 has been or will be reimbursed by the Federal Public Roads Administration. The Division now has under contract road and bridge construction totaling \$726,500. Federal participation in this construction will amount to \$88,000.

Fifth Division—DeLand Office

Practically all of the new construction work in the Fifth Division during the past two years has been access road projects under full Federal Grant.

Maintenance has continued within the Division by using State forces and letting to contract periodic maintenance projects.

Access roads have been constructed to military bases at Green Cove Springs, Cocoa, Titusville, Orlando, Melbourne, Kissimmee, Deland and Sanford. In Orlando around the Orlando Air Base the Department constructed 4.884 miles of concrete pavement under three different contracts totaling \$523,977.92. Also, under Federal Aid the Department constructed 8.939 miles of concrete pavement between Mt. Dora and Plymouth at the cost of \$653,187.32. This project is located in Orange and Lake Counties. In Brevard County this Division has underway, or has completed, 2.525 miles of roadway at a cost of \$67,513.31.



Overseas Highway (SR 4A). Typical views of roadway and fills. Top: Harris Viaduct at Saddlebunch Key. Bottom: Indian Key Fill between Upper and Lower Matecumbe Keys.



State Road 21 between Deland and Daytona Beach. Top: Rural section near Deland. Bottom: Municipal type, divided highway at West city Limits Daytona Beach.

In Volusia County, under Federal Aid and Access Road funds, the Department has completed State Road 21 between Deland and Daytona, except for approximately four miles. This work was done at a cost of approximately \$1,082,259.85 for 12.887 miles of concrete pavement.

Other access roads in Seminole and Osceola Counties amounted to 5.451 miles of pavement at a cost of \$67,099.97.

State construction and periodic maintenance work in this division amounted to \$1,173,365.90 and covered 204.982 miles of roadway. The majority of all this work was widening, reworking existing rock base and applying bituminous retread or surface treatment.

The above work covered eleven of the twelve counties in the division and was as follows:

Citrus and Lake Counties, 41.68 miles of roadway at a cost of \$270,798.78; Seminole, Orange and Volusia Counties, 27.092 miles of roadway at a cost of \$304,822.20; Osceola County, 4.86 miles of roadway at a cost of \$47,871.17; Flagler, Putnam and St. Johns Counties, 95.643 miles of roadway at a cost of \$240,607.35; Marion County, 15.243 miles of roadway at a cost of \$195,917.25; Brevard County, 20.464 miles of roadway at a cost of \$113,349.15.

The division engineering personnel has been reduced because of emergency conditions and therefore we have not been able to continue location of new projects other than those contributing to the war effort. To offset this deficiency of engineering personnel we have engaged two private engineering firms, the Moorhead Engineering Company and C. H. Moneypenny, to furnish location parties for the surveying of postwar projects.

Surveys and plans are either complete or underway on State Road 22 in Lake County from Clermont to Orlando, approximately 21.2 miles; Road 3-A in Orange County; Municipal survey in Winter Park approximately 2.2 miles; Road 29 in Osceola County from Narcoossee to the Orange County line approximately 3.7 miles; Road 219 in Brevard County between Wilson and Orsino, approximately 8.9 miles; Road 140 in Brevard County from Indialantic, south, for a distance of approximately 11.9 miles; Road 219 in Brevard County, property survey; Road 620, Titusville-Cocoa Airport, approximately 0.6 miles; Access road in Melbourne, approximately 0.7 miles; State Road 70 in Brevard County, approximately 0.22 miles; Road 3, Park Avenue in Sanford, approximately 0.85 miles; Road 617 in Sanford, approximately 0.64 miles; Road 81 in Dunnellon, approximately 0.5 miles; Road 4 in St. Augustine, Municipal survey, approximately 2.1 miles; Road 140 in Daytona Beach, Municipal survey, approximately 2.3 miles; Road 44 in Seminole County, approximately 9.9 miles; Road 203 in Seminole County, approximately 7.5 miles; Road 22 in Orange County, approximately 15.1 miles; Road 219 in Brevard County, approximately 11.1 miles.

DIVISION OF OUTDOOR ADVERTISING

The Legislature of 1941 passed an Act to Regulate Outdoor Advertising Outside of the Corporate Limits of Cities and Incorporated Towns—in Sight of the Public Highways, and for Other Purposes. The Supreme Court, December 19, 1941, held questioned provisions of the Act to be valid.

The law provides that it shall be the function and duty of the Chairman of the State Road Department to administer and enforce its provisions.

It provides for the issuance—by the Chairman, of an annual State and County license to a person who desires to engage in the business of outdoor advertising—as that business is defined by the law, outside of the corporate limits of a city or an incorporated town. It also provides for the issuance of an annual permit to a person, including a licensee, who desires to paint or post an advertisement, or to erect or maintain an advertising sign or structure outside of the corporate limits of a city or an incorporated town.

It prohibits the painting or posting of an advertisement and erecting or maintaining of an advertising sign or structure within certain designated areas.

More than 200,000 unlawful advertisements, signs and structures have been removed from in sight of the highways by employees of this Department. Many more have been removed by owners who desired to comply with the law in every respect.

Members of civic organizations have cooperated with the Department by making provisions of the law known to those directly interested in them.

License and Permit Fees Received

January 1, 1943—December 31, 1943	License Fees	\$ 5,540.00	
January 1, 1943—December 31, 1943	Permit Fees	14,648.78	
			\$20,188.78
January 1, 1944—December 31, 1944	License Fees	5,105.00	
January 1, 1944—December 31, 1944	Permit Fees	13,991.69	
			\$19,096.69
			\$39,285.47

It is doubtful that the license and permit fees to be received during 1945 will exceed those received during 1944—unless conditions improve generally.

REPORT OF THE FREIGHT TRAFFIC MANAGER

Supplementing the regular duties of quoting freight rates for the Purchasing Department, verifying all freight bills and maintaining complete tariff files and the preparation of data when necessary for hearings and proceedings before the Florida Railroad Commission and the Interstate Commerce Commissions the activities of the Freight Traffic Manager have been enlarged to include electric power rates.

For the past eighteen months a comprehensive analysis and survey has been made of the KWH consumption and the rate schedules affecting the numerous draw bridges, camps and shops operated by the Department. Conferences during that period were held with the officials of the various power companies and, as a result, substantial reductions were obtained on some of these bridges brought about by combining power and light meters. Further reductions were obtained by adoption of different schedules or revision of schedule rates.

All in all, it is estimated that the reductions in the cost of electric power to the Road Department and the State buildings will closely approach \$5,000.00 per annum, or an over-all reduction of about 15%.

A running monthly analysis of the electric power costs on all of our projects is maintained and a very close check is being kept not only with the view of reducing costs but also with the view of curtailing the use of electricity as a part of the war effort.

The Traffic Manager has participated in several hearings before the Florida Railroad Commission where our interests were involved as well as attended some of the hearings in the Southern Class Rate Investigation.

Freight and truck rates have been more or less static for the past several months as applied to materials used by the Department and our principal effort during the past twelve to eighteen months has been directed toward assembling data to support our work in connection with electric power rates and costs.

REPORT OF THE ATTORNEY'S OFFICE

The activity of the Attorney's office and the nature and volume of legal service which it was called upon to perform during the 1943-1944 biennium were very materially increased over that of any similar period of the Department's history. This condition was produced as a result of several factors, the most important of which was the existence of the National War Emergency. The disposition of the Department to lend its fullest cooperation to the furtherance of the war effort necessitated study by the Attorney's office with the view of proper interpretation and application of a large number of federal statutes enacted by the Congress for the purpose of furthering the war effort and bringing the war to an early and successful conclusion. The congress enacted during this biennium vastly more legislation affecting the relationship between federal and state governments and their reciprocal activities than during any previous session. Reference is made not only to Congressional legislation directly pertaining to and affecting the actual construction, maintenance and expansion of the Highway System, but in addition, legislation relating to the actual work of construction and maintenance.

The Wage and Hour Law; the several war powers acts; the creation of many departments, agencies, boards and other administrative bodies—all had a direct bearing and effect on the work and activities of the Department as to require exhaustive study that the proper interpretation and application of the laws might be accomplished.

Particular Governmental Activities

The ever increasing activity of the federal government in the construction of access roads to reach military reservations of the Army and the Navy, and to facilitate access to essential war industry areas, required the Department not only to acquire the necessary lands for the construction, but further to certify the title to the estate acquired. This of necessity called for the examination through record search of land titles, the preparation of innumerable instruments of conveyance and other muniments of title, and in many instances the preparation of proceedings for acquisition of lands through condemnation, the conduct of the proceedings and the trial of the cases. All this because of the urgent need for expedition that the work might be accomplished and the results achieved with a minimum of delay. The increased activity in the construction of strategic network roads and flight strips produced a like result.

War Powers Acts

The power of the federal government to acquire, by seizure where necessary, in conjunction and cooperation with the several states, and the authorization to pay from Federal Aid funds allocated to Florida, one half of the cost of such acquisition of lands, roads, bridges and other properties when certified by the Secretary of War or the Secretary of the Navy to be necessary for the furtherance of the war effort and the prosecution of the war, was exercised by the Federal Government for the seizure and purchase of Gandy Bridge, a toll bridge operated by private interest, connecting, over the waters of Tampa Bay, the Counties of Hillsborough and Pinellas. The requirement that prior to seizure every effort of the State Highway Department should be expended in an attempt through negotiation to effect a purchase of the properties at a fair and equitable price, necessitated such effort upon the part of the State Road Department. These negotiations conducted over a period of more than a year under the advice and guidance of the Attorney's office, to the end that the provisions of the Act of Congress might be fully followed and complied with, failed of accomplishment, with the result that the Government seized the property and secured title to it through proceedings in condemnation. In and during this proceeding the Attorney's office rendered every assistance to the Government's attorneys in collating and presenting the evidence at the trial with the result that the property was acquired at a price satisfactory to the Government and to the State, and has now become a State owned toll-free bridge.

Under the provisions of the same federal statute Davis Causeway, a toll bridge, privately owned and operated, was purchased by the Government and the State conjointly through negotiations had between the State Road Department and the owners, without the necessity of resorting to legal proceedings in condemnation. This result was effected after innumerable conferences extended over the period of more than a year, in all of which the Attorney's office participated, counselled and advised with reference to the legal aspects of the transaction. Davis Causeway is now a State owned toll-free bridge.

Activity Due to War Emergency

As a result of the enormous increase in the use of inland waterways for the transportation of war material and supplies by barge under tow, the water traffic along the waterways and through the bridges spanning them has increased in enormous proportions. This condition has of necessity resulted in a large increase in the number of collisions between water craft and the bridges and their protective works, causing property damage which it is the statutory duty of the Department to recover from those responsible therefor. In each instance of such damage it is necessary to make a thorough investigation of the facts and to compile a report thereof in order that the extent of the damage and the liability therefor may be presented to the operators of the offending vessels for the purpose of de-

manding reparation therefor. The war situation has necessitated the employment of operators of towing vessels who do not reside in the State, requiring negotiations to be had in localities far distant from the headquarters of the Department in neighboring and more distant states. The duty to recover compensation in all of these situations is delegated to the Attorney's office. During the biennium 240 claims for such, and like damage were investigated, prosecuted and collected with the result that the sum of \$105,191.44 was recovered to reimburse the Department for money expended in the making of repairs. The following few examples will serve to illustrate the results accomplished: Damage to Apalachicola Bay Bridge, \$20,412.05; Dupont Bridge, \$4,589.50; Amelia River Bridge, \$4,817.80; Brooks Bridge, \$3,200.00. In each of these cases it was necessary to have personal conference with owners and their attorneys from New Orleans and New York City. During the biennium the number of such claims arising was 322, of which 192 (included in the foregoing) were disposed of by collection. During the previous 1941-1942 biennium the number of similar claims processed and collected was 50, resulting in the recovery of \$14,563.50, from which it is apparent that the work of the Attorney's office in this one activity increased more than sevenfold.

Lease of Toll Bridges

Chapter 20555, Acts of 1941, authorized the State Road Department to enter into agreements with counties and other public project owners for the lease or purchase of toll bridges, the discharge of the debt obligations of the owner for the construction thereof, and thereafter operate the bridge as toll-free. Under the provisions of this statute the Department leased from Escambia County the bridge spanning Pensacola Bay under a lease providing for the payment of the bonded indebtedness against the bridge out of the second gas tax fund allocated to the county, and the operation of the bridge as toll-free. The validity of this lease was challenged in an action instituted in the Circuit Court of Escambia County for the validation of bonds issued by the county to pay the purchase price of the bridge, in which the constitutionality of the Act was attacked. The Attorney's office presented the case, in cooperation with the County attorneys for Escambia County, in the trial court and in the Supreme Court on appeal, with the result that the constitutionality of the Act was upheld and the lease validated. The effect of this decision permitted the Department under the authority of the cited statute to acquire by purchase the privately owned toll road in Duval County popularly known as the Heckscher Drive, thereby furthering the interest of the State and its citizens in their effort to eliminate toll roads and bridges along the routes of the State Highway System. Another toll bridge, privately owned was eliminated in Brevard County by the purchase of the "Mathers Bridge" along the route of State Road 219. These transactions were both under the direction of the Attorney's office with regard to the preparation of proper conveyances, examination of title, verification of franchise, preparation and adoption of appropriate resolutions and like proceedings.

General Activities

Among the general activities of the office and the accomplishments during the present biennium, the completion of the program for the acquisition, in cooperation with the federal Public Roads Administration, of the Overseas Highway, and the delivery of that important link in the Highway System to the State, stands out in importance. This was accomplished only after innumerable consultations, unending planning and exhaustive negotiations, necessitating numberless opinions upon the legal questions involved, arising in connection with land titles, franchise rights, statutory authority, both State and Federal, and the refunding of outstanding bonded indebtedness of the Overseas Road and Toll Bridge District. Other functions of a general nature and along the line of normal operations included: (1) representing the Department in several cases in the Circuit Courts and the Supreme Court, (2) preparing and supplying County authorities condemnation pleadings for securing right of ways and examining abstracts of title to highway right of ways and sites for maintenance depots and convict camps, (3) preparing contracts and agreements entered into between the Department and various counties, and working out legal details with county officials regarding use of surplus Second Gas Tax for constructing roads, (4) preparing contracts for construction work, etc. and assisting in settling contro-



Serving the Airways. Top: Access Road Project for 36th Street Miami Army Air Base. Bottom: Marathon Flight Strip adjacent to Overseas Highway. Consists of limerock runway 800'x500' with center asphalt paving 4000'x150'.

versies between the Department and Road Contractors, (5) preparing resolutions for adoption of the Members of the Department, and rendering numerous legal opinions requested by Department officials, (6) investigating numerous accident claims against the Department and reporting on several to the Claims Committee of the 1943 Legislature, and (8) handling many Workmen's Compensation matters involving Department employees.

AVIATION DIVISION

The Aviation Division of the Florida State Road Department was reactivated on a temporary basis, pending action by the 1945 Session of Legislature, and resumed functions on November 1, 1944, after having been inactivated, due to existing emergencies of war, in June, 1942. Wright Vermilya, Jr., Lt. Colonel in Civil Air Patrol, was named as Director and headquarters were reopened in the Administration Building, Palm Beach County Park Airport at Lantana, which is being furnished free of rent for the duration and six months by the Palm Beach County Commission.

The primary aim of this Division has been to work with all aviation interests in the State for the purpose of formulating necessary legislation for the best interest of the State. The objective of the Division is successful promotion of aviation in Florida (wartime and postwar) with particular attention being given to the best peacetime utilization of the extensive military aviation facilities developed within the State during the war.

In carrying out the above aim the Director has had conferences in New York with officials of the aviation industries and companies who have interests and operations in Florida, and with National Headquarters of Civil Air Patrol, an auxiliary of the Army Air Forces. The Director has also attended several important conferences in Washington called by the leaders of various Aeronautical Associations, Civil Aeronautics Administration, and official legislative groups. All see tremendous possibilities for future aviation in America and realize that a farsighted and comprehensive National and State legislative program is of vital importance to the country.

We have attended meetings in all sections of the State of aviation committees of outstanding civic groups, chambers of commerce, etc., as well as an aviation clinic held by the National Aeronautic Association at which over 200 persons, representing all phases of aviation, were present. At the Orlando Clinic an entire day was given to discussion of State aviation legislation and the study of Uniform State Aviation Codes drafted by the National Association of State Aviation Officials in their annual meeting at Oklahoma City, November 13-14, 1944.

A large number of the designated airports in the State have been visited in an effort to determine their condition, utility and needs, both present and future.

AUDITOR'S REPORT

The financial status and operations of the Department are set forth in the exhibits and schedules appearing in the tables section of this report under the following headings:

Exhibit "A" Financial Statement of all funds, December 31, 1943

Exhibit "B" Financial Statement of all funds, December 31, 1944

Schedule 1 Statistical Statement of sources and amount of revenues from October 1915 to December 31, 1944.

Schedule 2—Encumbrances to December 31, 1944 (operating costs)

Schedule 3—Cash Receipts and Disbursements by months for the year 1943

Schedule 4—Cash Receipts and Disbursements by months for the year 1944

Schedule 5—County Second Gas Tax. Receipts and Disbursements to December 31, 1944

Schedule 6—County Gas Tax Surplus. Receipts and Disbursements to December 31, 1944

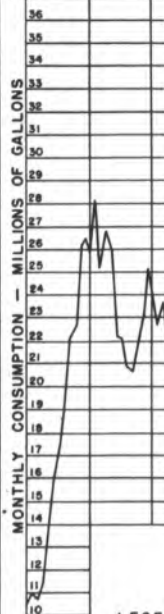
STATE ROAD DEPARTMENT OF FLORIDA
CHART SHOWING
GASOLINE CONSUMPTION AND MOTOR VEHICLE REGISTRATION
SINCE JANUARY 1, 1925

YEAR	NUMBER OF GALS.	+ OR - OVER PREVIOUS YEAR
1929	223,373,467	—
1930	227,036,914	+ 1.6
1931	233,570,923	+ 2.9
1932	207,268,237	- 11.3
1933	203,561,546	- 1.8
1934	235,718,182	+ 15.8
1935	256,608,520	+ 8.9
1936	228,173,773	+ 12.3
1937	316,655,162	+ 9.9
1938	326,837,902	+ 3.2
1939	350,015,900	+ 7.1
1940	388,555,951	+ 11.0
1941	426,248,281	+ 9.7
1942	318,900,415	- 25.2
1943	296,035,515	- 7.2
1944	313,458,833	+ 5.9
1945		
1946		
1947		
1948		
1949		

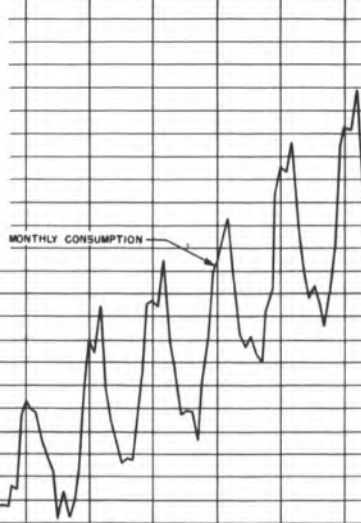
NUMBER OF GALLONS
ANNUAL
GASOLINE CONSUMPTION

1939

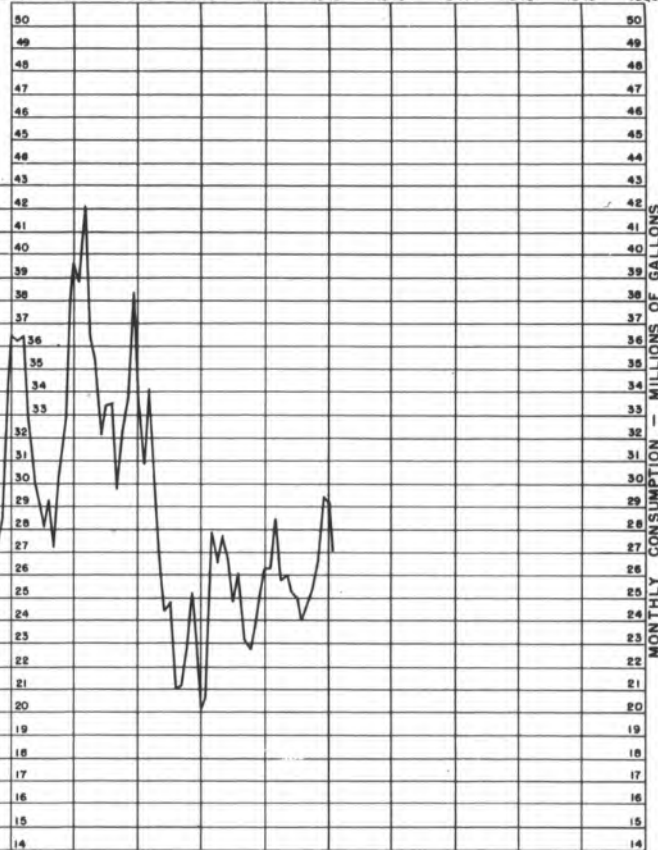
1925 1926 1927



1933 1934 1935 1936 1937 1938

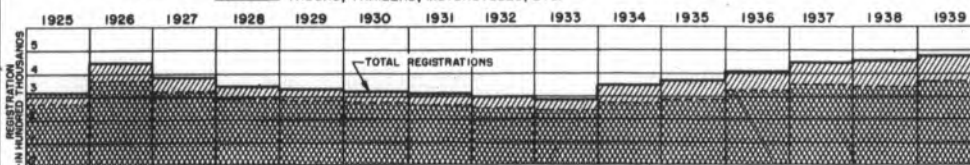


1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950

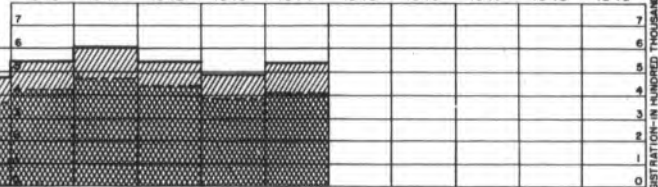


MONTHLY GASOLINE CONSUMPTION - IN MILLIONS OF GALLONS

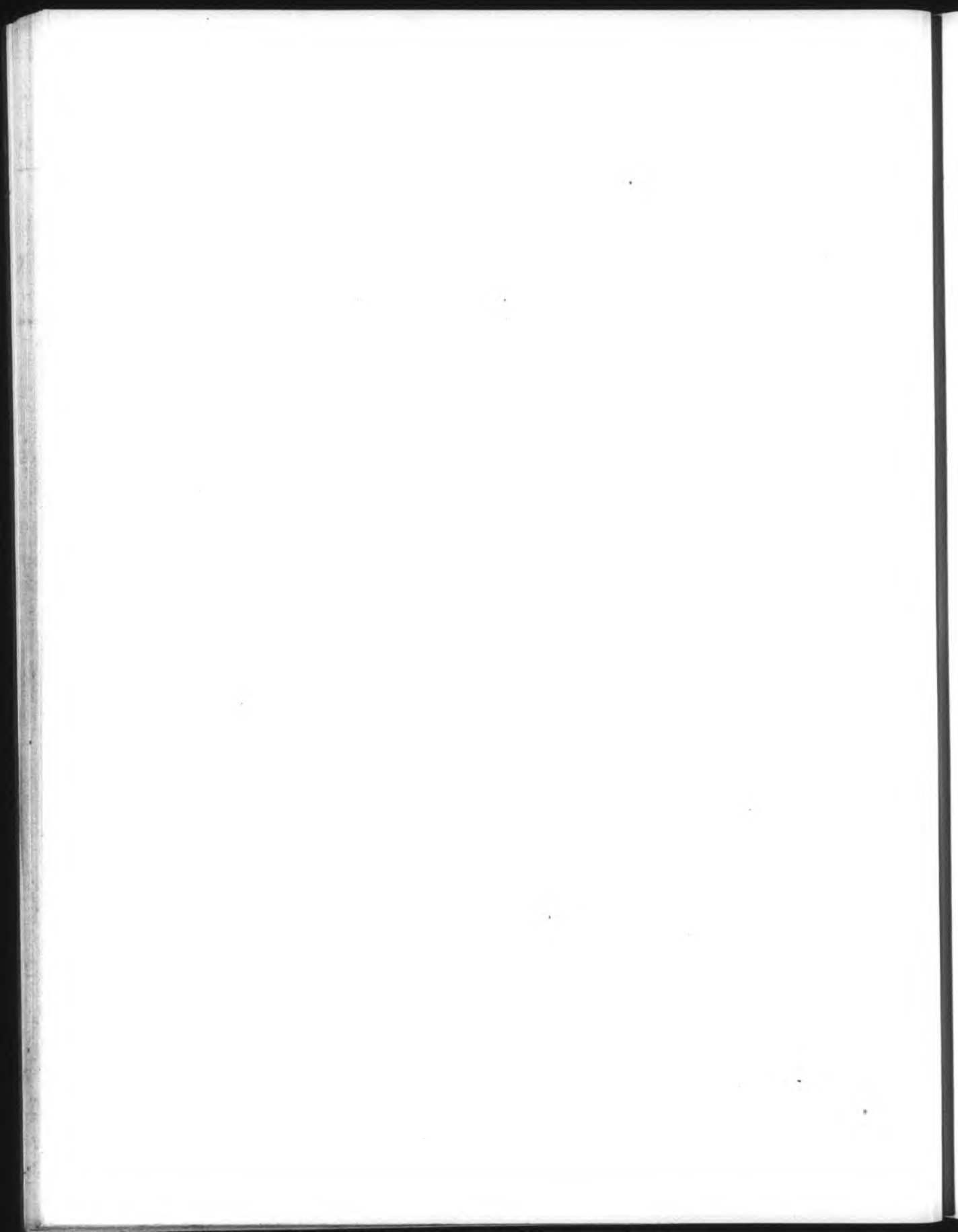
LEGEND - PASSENGER CARS, BUSES, AMBULANCES, ETC
 TRUCKS, TRAILERS, MOTORCYCLES, ETC.



1940 1941 1942 1943 1944 1945 1946 1947 1948 1949



MOTOR VEHICLE REGISTRATIONS - IN HUNDRED THOUSANDS



**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
BALANCE SHEET
DECEMBER 31, 1943**

Exhibit "A"

ASSETS

CASH—CURRENT			
State Road License Fund—Gasoline.....	\$ 7,790,067.53		
Bank of Bonifay.....	55.90		
Outdoor Advertising Fund.....	13,934.37		
State Trust Fund.....	40,000.00		
Washington County—District 1.....	4,189.64	\$ 7,848,247.44	
CASH IN TRUST FOR SPECIFIED EXPENDITURES			
Amount Held in Trust for Specific Expenditures under Second Provision of Chapter No. 15659, Acts 1931.....	\$ 386,304.40		
Amount Held in Trust for Specific Expenditures under Chapter No. 20302, Acts 1941.....	2,804,113.47	\$ 3,190,417.87	
CASH IN TRUST			
Federal Trust Account Defense Highway Acts 1941.....		\$ 36,978.65	
RECEIVABLES DUE FROM PUBLIC ROADS ADMINISTRATION			
Due for Work Completed.....	\$ 805,004.44		
Due for Work Underway.....	2,504,011.77	\$ 3,309,016.21	
CAPITAL INVESTMENT			
**Construction of General Highway System.....	\$ 212,585,636.17		
Less—Amount of Future Payments in connection with existing Bridge Purchase Agreements.....	6,106,098.35	\$ 206,479,537.82	
Equipment and Buildings—Net.....	1,253,523.53		
Inventories—Current.....	661,570.34		
Accounts Receivable.....	93,289.65	\$ 208,517,921.34	
CAPITAL EXPENSE			
Maintenance and Traffic.....	\$ 54,869,875.68		
State Highway Planning Survey.....	715,739.93		
Florida Highway Advisory Committee.....	5,608.80	\$ 55,591,224.41	
MISCELLANEOUS			
State Planning Board.....	\$ 134,281.93		
Division of Airways.....	119,078.60		
Division of Outdoor Advertising.....	61,326.67		
Special County Audit—1941.....	51,215.47		
Funds Diverted to General Revenue:			
Years 1928 to 1932 Inclusive.....	\$ 1,385,598.88		
Years 1942 to 1943 Inclusive under Chapter 20890, Acts 1941.....	872,145.71	2,257,744.59	\$ 2,623,647.26
			\$ 281,117,453.18

**NOTE—The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

LIABILITIES

ACCOUNTS PAYABLE—CURRENT			
Payrolls.....	\$.00		
Contractors' Estimates.....	1,093,389.33		
Audited Bills Payable.....	96,799.69		
Bridge Leases and Lease Purchases.....	.00	\$ 1,190,189.02	
PLEDGES FOR SPECIFIED EXPENDITURES			
Amount held in Trust for Specific Expenditures Under Second Provision of Chapter No. 15659, Acts 1931.....	\$ 386,304.40		
Amount held in Trust for Specific Expenditures Under Chapter No. 20302, Acts 1941.....	2,804,113.47	\$ 3,190,417.87	
ADVANCES			
Federal Trust Account Defense Highway Act 1941.....		\$ 413,540.34	
FREE SURPLUS			
Cash and Receivables in Excess of Current Accounts Payable.....		\$ 9,590,512.94	
**CAPITAL SURPLUS.....			
		\$ 266,732,793.01	
		\$ 281,117,453.18	

**NOTE—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS

Revenues Collected to December 31, 1943 as per Schedule 1.....	\$ 276,204,707.61
Earned Revenues Uncollected.....	3,309,016.21
	\$ 279,513,723.82
Less:	
Funds in Trust.....	\$ 3,190,417.87
Free Surplus, December 31, 1943.....	9,590,512.94
	\$ 12,780,930.81
	\$ 266,732,793.01

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
BALANCE SHEET
DECEMBER 31, 1944**

Exhibit "B"

ASSETS		LIABILITIES	
CASH—CURRENT		ACCOUNTS PAYABLE—CURRENT	
Washington County—District 1	\$ 119.28	Payrolls	\$.00
State Road License Fund—Gasoline	5,698,521.82	Contractors' Estimates	639,841.61
Bank of Bonifay	55.90	Audited Bills Payable	22,494.75
Outdoor Advertising Fund	13,127.47	Bridge Leases and Lease Purchases	.00
State Trust Fund	40,000.00		\$ 662,336.36
Toll Bridge Trust Account	347,633.06		
	\$ 6,099,457.53		
CURRENT INVESTMENT		PLEDGES FOR SPECIFIED EXPENDITURES	
United States 7/8% Treasury Certificates	\$ 4,000,048.00	Amount held in Trust for Specific Expenditures under Second Provision of Chapter No. 15659, Acts 1931	\$ 358,684.91
CASH IN TRUST FOR SPECIFIED EXPENDITURES		Amount held in Trust for Specific Expenditures under Chapter No. 20302, Acts 1941	3,023,617.39
Amount held in Trust for Specific Expenditures under Second Provision of Chapter No. 15659, Acts 1931	\$ 358,684.91		\$ 3,382,302.30
Amount held in Trust for Specific Expenditures under Chapter No. 20302, Acts 1941	3,023,617.39		
	\$ 3,382,302.30		
CASH IN TRUST		ADVANCES	
Federal Trust Account Defense Highway Acts 1941	\$ 21,560.02	Federal Trust Account Defense Highway Act 1941	\$ 586,956.22
RECEIVABLES DUE FROM PUBLIC ROADS ADMINISTRATION		FREE SURPLUS	
Due for Work Completed	\$ 556,358.79	Cash and Receivables in Excess of Current Accounts Payable	\$ 11,377,005.73
Due for Work Under Way	1,949,873.97		
	\$ 2,505,232.76		
CAPITAL INVESTMENT			
**Construction of General Highway System	\$ 225,486,609.77		
Less—Amount of Future Payments in connection with existing Bridge Purchase Agreements	5,637,488.48		
	\$ 219,849,121.29		
Equipment and Buildings—Net	1,053,831.05		
Inventories—Current	673,289.55		
Accounts Receivable	90,909.38		
	\$ 221,667,151.27		
CAPITAL EXPENSE			
Maintenance and Traffic	\$ 58,067,645.11		
State Highway Planning Survey	773,246.26		
Florida Highway Advisory Committee	6,721.45		
	\$ 58,847,612.82		
MISCELLANEOUS			
State Planning Board	\$ 171,781.93		
Division of Airways	129,435.50		
Division of Outdoor Advertising	78,173.77		
Special County Audit—1941	51,215.47		
Funds Diverted to General Revenue:			
Years 1928 to 1932 Inclusive	\$ 1,385,598.88		
Years 1942 to 1944 Inclusive under Chapter 20890, Acts 1941	1,243,468.32		
	2,629,067.20		
	\$ 3,050,673.87		
	\$ 299,574,038.57		
		**CAPITAL SURPLUS	\$ 283,565,437.96
			\$ 299,574,038.57

**NOTE—The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

**NOTE—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS

Revenues Collected to December 31, 1944 as per Schedule 1	\$ 295,819,513.23
Earned Revenues Uncollected	2,505,232.76
	\$ 298,324,745.99
Less:	
Funds in Trust	\$ 3,382,302.30
Free Surplus, December 31, 1944	11,377,005.73
	\$ 14,759,308.03
	\$ 283,565,437.96

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATISTICAL STATEMENT SHOWING RESOURCES FROM THE SEVERAL TAX FUNDS
SINCE INAUGURATION OF STATE ROAD DEPARTMENT

OCTOBER, 1915 TO DECEMBER 31, 1944

Schedule 1

	(1) 15% & 5% GENERAL ADMINISTRATIVE	(2) AUTO LICENSE	(3) STATE TAX AD VALOREM	(4) FEDERAL GOVERNMENT	(5) GASOLINE INSPECTION	(6) GASOLINE 1c, 2c, 3c, & 4c	(7) ROAD MAINTENANCE FUND	(8) COUNTY TOWN AND MISCELLANEOUS DONATIONS	(9) SECOND GASOLINE TAX	(10) COUNTY GAS TAX SURPLUS	TOTAL
Nov. and Dec. 1915.....	\$ 3,646.90	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ 3,646.90
1916.....	30,246.23							238.79			30,246.23
1917.....	21,439.42							11,111.22			21,439.42
1918.....	42,164.42	236,300.00	175,842.11	8,972.35				71,157.70			475,390.30
1919.....	52,443.82	297,034.63	290,532.41	11,759.19				239,320.49			722,927.81
1920.....	75,725.00	425,775.00	664,814.77	209,060.84	17,850.32			580,716.92			1,660,546.42
1921.....	101,133.40	570,401.51	643,373.16	490,308.38	55,824.74	228,056.41		111,708.76			2,200,806.36
1922.....	71,623.51	1,002,729.20	396,206.16	842,965.84	80,803.14	601,336.71		515,588.35			3,576,381.51
1923.....	92,068.50	1,301,560.08	427,243.17	820,063.74	91,884.70	1,261,845.08		879,219.83			4,511,553.62
1924.....	112,579.83	1,576,118.04	424,392.88	1,071,287.04	126,325.66	2,448,855.49		1,889,856.43			6,708,780.17
1925.....	164,768.30	2,306,727.50	505,109.94	1,068,574.24	169,308.01	3,340,624.61		614,137.61			10,351,679.03
1926.....	514,244.20	4,399,418.71	524,426.00	1,227,484.16	210,842.46	8,636,358.93	200,000.00	4,426,113.03			15,906,912.16
1927.....	301,710.05	4,221,924.26	132,566.97	1,688,401.62	298,688.75	8,243,691.18	90,000.00	3,053,105.82			19,403,085.86
1928.....	228,623.58	3,200,716.39	4,649.30	872,513.91		6,770,508.10		1,623,768.92			14,130,117.10
1929.....	230,848.16	3,231,873.75	122.38	520,766.72		5,855,384.86		840,555.08			11,462,764.79
1930.....	225,098.46	3,151,378.57	283.16	1,230,204.44		4,527,699.18		384,858.21			9,075,218.89
1931.....	216,159.86	3,026,237.92	147.92	2,831,807.33		5,572,259.67		113,968.45			12,031,470.91
1932.....	61.86	865.99	7.11	735,557.99		6,350,235.99		140,557.17			7,200,667.39
1933.....	137.00	1,918.02	3.37	3,392,259.50		6,062,535.31		167,318.04			9,597,410.76
1934.....			5.73	5,996,613.21		6,990,935.43		53,915.27			13,154,872.41
1935.....			.90	2,587,674.89		7,656,742.47		5,567.07			10,298,333.53
1936.....			3.25	4,355,421.41		8,535,279.15		37,069.91			12,900,270.88
1937.....			24.35	3,070,182.52		9,478,380.79		375,338.82			12,585,657.67
1938.....			.04	1,968,711.70		9,771,785.53		2,593,426.82			16,196,332.33
1939.....			.03	2,975,613.55		10,425,741.85		103,021.70			16,853,518.26
1940.....				2,568,733.99		11,540,456.72		3,704.49			19,838,560.75
1941.....			40	1,996,813.36		14,006,948.49		47,765.43			14,342,415.17
1942.....				2,578,868.02		10,498,070.19		43,556.26			17,248,613.87
1943.....			.20	5,110,180.56		11,545,557.87		77,055.65			19,614,809.62
1944.....				6,317,924.83		12,377,431.56					
*TOTAL RECEIPTS.....	\$ 2,283,622.50	\$28,950,979.57	\$ 4,219,755.85	\$56,341,625.72	\$ 1,051,527.78	\$173,744,231.57	\$ 440,001.40	\$16,414,342.14	\$ 7,911,907.42	\$ 4,461,519.28	\$295,819,513.23
*DISBURSEMENTS— Nov. 1915 to Dec. 1944, inclusive.....	\$ 2,283,622.50	\$28,950,979.57	\$ 4,219,755.85	\$55,972,432.64	\$ 1,051,527.78	\$164,045,542.47	\$ 440,001.40	\$16,401,158.77	\$ 7,553,222.51	\$ 1,437,901.89	\$282,356,145.38
BALANCE— Revenue Dec. 31 1944.....				\$ 369,193.08		\$ 9,698,689.10	\$	\$ 13,183,374.00	\$ 358,684.91	\$ 3,023,617.39	\$13,463,367.55
**Balance in State Trust Fund—Net.....											\$ 40,000.00
TOTAL CASH BALANCE DECEMBER 31, 1944.....											\$13,503,367.55

(1) November 1915 to December 31, 1921, inclusive—15% of Net Receipts from Sale or Auto License was allotted for Salaries of Chairman and Members, also for maintaining General Office, effective January 1, 1922 this was reduced to 5%; July 1, 1931 receipts went to School Fund.

(2) Year 1918 to 1921, inclusive—85% of Net Receipts from sale of Auto Licenses was allotted Counties, but turned over to this Department for Disbursement. Proportion allowed each County was on percentage basis, using Tax Valuation as basis. This manner of handling was changed in 1922 as follows: All Receipts pooled, from Pool actual expense of getting out tags was deducted. The net was then divided—25% remitted to counties direct; 5% allowed for General Office Maintenance, and 70% for Construction of Roads. July 1, 1931, receipts from Motor Vehicle License fund were turned over to School Fund.

(3) Ad Valorem Tax on Real and Personal Property for Road Purposes. This Tax was repealed by Legislative Session 1927.

(4) Amount received from Federal Government. This does not represent the amount allotted but is amount actually paid in, including Grants and Flood Claims and \$1,239,755.03 paid in 1944 by the United States as their share of cost of Gandy Bridge. This Balance is Toll Bridge Trust Account and Trust Account Defense Highway Act of 1941.

(5) Effective 1921, an Inspection Tax of 1/8c per Gallon was imposed on Gasoline sold within the state. No Revenue from this source since the year 1927.

(6) Effective 1921, a tax of 1c per gallon was imposed on Gasoline; July 1923 this was increased to 2c; July 1925 increased to 3c; July 1929 reduced to 2c; July 1, 1931 increased to 3c, and Jan. 1, 1943 increased to 4c. In addition to the first 3c effective July 1, 1941 this fund includes surplus, in excess of County Gasoline Receipts for the year 1938, in the amount of \$1,640,738.00. This Fund also receives Gasoline Dealers License after deducting expenses. This balance includes \$4,000,048.00 of United States 7 1/8% Treasury Certificates.

(7) Represents proportion allowed as net receipts from sale of Auto Registration Certificates. No revenue from this source since the year 1927.

(8) Paid in by Counties, Railroads, Town and Columbia County Bonds as contribution on Roads constructed or to be constructed. Also includes receipts of Outdoor Advertising Fund.

(9) Amount received under Second and Third Provisions of Second Gasoline Tax (Chapter 15659, Acts of the 1931 Legislative Session) and Second Gas Tax under Provisions of Chapter 19279, Acts of 1939 Legislative Session.

(10) Amount received under County Gas Tax Surplus (Chapter 20302, Acts of the 1941 Legislative Session).

*—The above Receipts and Disbursements include \$2,629,067.20 of Funds Diverted to General Revenue, \$1,385,598.88 was from 1928 to 1932 inclusive, \$525,778.97 in 1942, \$346,366.74 in 1943, and \$371,322.61 in 1944.

**—State Trust Fund is derived from Sale of Miscellaneous Items credited to State Projects affected.

Δ—This Balance is made up of \$55.90 in the Bank of Bonifay and \$13,127.47 in the Outdoor Advertising Fund.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
ENCUMBRANCES TO DECEMBER 31, 1944

	NET TO JANUARY 1, 1943		ENCUMBRANCES—1943		ENCUMBRANCES—1944		NET TO DATE	
	Debit	Credit	Debit	Credit	Debit	Credit	Debit	Credit
Construction of Roads.....	\$194,797,053.72	\$.....	\$11,682,484.10	\$.....	\$13,369,583.47	\$.....	\$219,849,121.29	\$.....
Maintenance and Traffic.....	51,966,751.88		2,903,123.80		3,197,769.43		58,067,645.11	
Administrative and General Office.....			275,989.12	275,989.12	277,535.73	277,535.73		
State Highway Planning Survey.....	666,943.92		48,796.01		57,506.33		773,246.26	
State Planning Board.....	110,531.93		23,750.00		37,500.00		171,781.93	
Division of Airways.....	118,989.51		89.09		1,356.90		120,435.50	
Weight Inspection.....			1,535.60	1,535.60	1,780.87	1,780.87		
Workmen's Compensation.....			24,983.28	24,983.28	24,870.31	24,870.31		
Division of Outdoor Advertising.....	42,218.13		19,108.54		16,847.10		78,173.77	
Special County Audit—1941.....	51,215.47						51,215.47	
Geological Survey.....			4,500.00	4,500.00	5,500.00	5,500.00		
Cost of Equipment.....	1,516,096.77			262,573.24		199,692.48	1,053,831.05	
Inventories.....	611,437.36		80,132.98			18,280.79	673,289.55	
Accounts Receivable.....	103,696.09			10,406.44		2,380.27	90,909.38	
State Trust Fund.....	40,000.00		242,749.22*		312,226.02*		40,000.00	
Special Traffic Survey.....			25,515.80	25,515.80	24,946.53	24,946.53		
Items to be Distributed.....	4,029.36			4,029.36				
Florida Highway Advisory Committee.....			5,608.80		1,112.65		6,721.45	
Gross—Encumbrances—Current Years.....			\$14,728,833.50		\$16,773,548.36			
Less—Miscellaneous Sales, etc. (Refunds).....			242,749.22		312,226.02			
Net Encumbrances.....	\$250,028,964.14	\$.....	\$14,486,084.28	\$.....	\$16,461,322.34	\$.....	\$280,976,370.76	
General Revenue (Funds Diverted).....	1,911,377.85		346,366.74		371,322.61		2,629,067.20	
Total.....	\$251,940,341.99	\$.....	\$14,832,451.02	\$.....	\$16,832,644.95	\$.....	\$283,605,437.96\$	\$.....

* Miscellaneous Sales and Equipment Rentals Deposited in State Road License Fund—Gasoline \$554,975.24.

\$ Of this \$282,361,969.64, \$281,112,677.06 has been paid leaving Accounts and Loans payable of \$1,249,292.58.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1943

RECEIPTS FOR	Trust Fund and Bank of Bonifay	Trust Account Defense Highway Act 1941	Second Gas Tax	County Gas Tax Surplus	Gasoline License Fund	Outdoor Advertising Fund	Washington County District No. 1	Total
Balance, 12-31-42.....	\$ 40,055.90	\$ 500,000.00	\$ 397,866.34	\$2,552,987.49	\$4,935,049.82	\$ 13,078.24	\$	\$8,439,037.79
January 1943.....				17,708.50	866,222.89	1,178.48		885,109.87
February 1943.....				10,797.66	974,144.03	833.54		985,775.23
March 1943.....				84,801.03	921,197.00	420.38		1,006,418.41
April 1943.....				13,839.91	1,236,009.55	211.58		1,250,061.04
May 1943.....				52,942.42	1,367,201.40	207.02		1,420,350.84
June 1943.....		101,814.78		30,787.91	1,205,418.17	67.82		1,338,088.68
July 1943.....		186,398.03		84,254.41	2,535,453.23	140.98		2,806,246.65
August 1943.....		74,219.64		80,000.80	1,541,360.02	75.80	4,514.14	1,700,170.40
September 1943.....				89,997.47	1,642,091.54			1,732,089.01
October 1943.....		166,946.55		58,769.06	1,343,069.02	13,765.19		1,582,549.82
November 1943.....					1,329,468.77	2,088.04		1,331,556.81
December 1943.....		90,000.00		25,419.81	1,692,859.37	1,706.19		1,809,985.37
TOTAL.....	\$ 40,055.90	\$ 1,119,379.00	\$ 397,866.34	\$3,102,306.47	\$21,589,544.81*	\$ 33,773.26	\$ 4,514.14	\$26,287,439.92
DISBURSEMENTS								
January 1943.....	\$	\$	\$ 6,973.31	\$ 50,104.22	\$ 464,108.75	\$ 1,601.19	\$	\$ 522,787.47
February 1943.....					401,937.48	1,490.27		403,427.75
March 1943.....					1,124,481.45	1,422.59		1,125,904.04
April 1943.....		373,249.55	3,864.64	18,427.30	1,004,319.72	11,191.42		1,411,052.63
May 1943.....		105,350.07			1,097,186.29	126.93		1,202,663.29
June 1943.....		104,747.99		25,722.66	1,226,690.29			1,357,160.94
July 1943.....		103,475.42			955,802.96	79.48		1,059,357.86
August 1943.....		54,441.21	195.84	52,886.06	1,166,362.97	106.88		1,273,992.96
September 1943.....		79,529.50		5,624.09	1,758,736.75			1,843,890.34
October 1943.....		110,424.60	412.68	16,723.02	1,440,246.83	1,126.50	100.00	1,569,033.63
November 1943.....		65,942.35	115.47	29,728.65	1,458,301.65	1,173.84	100.00	1,555,361.96
December 1943.....		85,239.66		98,977.00	1,701,302.14	1,519.79	124.50	1,887,163.09
TOTAL.....	\$	\$ 1,082,400.35	\$ 11,561.94	\$ 298,193.00	\$13,799,477.28*	\$ 19,838.89	\$ 324.50	\$15,211,795.96
Balance, December 31, 1943. . .	\$ 40,055.90	\$ 36,978.65	\$ 386,304.40	\$2,804,113.47	\$7,790,067.53	\$ 13,934.37	\$ 4,189.64	\$11,075,643.96

* \$346,366.74 of this amount was diverted under Chapter 20890, Acts of 1941.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1944

RECEIPTS FOR	Trust Fund and Bank of Bonifay	Trust Account Defense Highway Act 1941	Second Gas Tax	County Gas Tax Surplus	Gasoline License Fund	Outdoor Advertising Fund	Washington County District No. 1	S.R.D. Toll Bridge Trust Account	Total
Balance, 12-31-43.....	\$40,055.90	\$ 36,978.65	386,304.40	\$2,804,113.47	\$ 7,790,067.53	\$13,934.37	\$ 4,189.64	\$	\$11,075,643.96
January 1944.....		208,894.57		8,437.02	1,400,376.24	483.38			1,618,191.21
February 1944.....				59,291.06	1,560,934.42	162.74			1,620,388.22
March 1944.....		170,857.74		28,466.26	1,586,168.37	267.10			1,785,759.47
April 1944.....				24,511.77	2,185,691.25	278.12			2,210,481.14
May 1944.....				162,457.50	1,314,336.77	279.30		503,686.15	1,980,759.72
June 1944.....		31,091.23		28,724.66	1,490,382.89				1,550,198.78
July 1944.....		4,050.71		39,572.19	1,368,248.36	145.48		22,354.74	1,434,371.48
August 1944.....		300,000.00		38,114.89	1,432,000.87	43.86		32,290.18	1,802,449.80
September 1944.....				150,386.59	1,361,027.71			37,257.90	1,548,672.20
October 1944.....				88,953.60	1,187,436.34	13,735.96		4,967.72	1,295,093.62
November 1944.....				144,179.26	1,275,148.31	2,252.76		1,241.93	1,422,822.26
December 1944.....				69,298.78	1,323,835.69	1,497.02			1,394,631.49
TOTAL.....	\$40,055.90	\$ 751,872.90	\$386,304.40	\$3,646,507.05	\$25,275,654.75*	\$33,080.09	\$ 4,189.64	\$ 601,798.62	\$30,739,463.35
DISBURSEMENTS									
January 1944.....	\$	\$ 104,939.15	\$	\$	\$ 373,380.54	\$ 1,274.63	\$	\$	\$ 479,594.32
February 1944.....		120,141.03			1,712,689.88	1,727.60			1,834,558.51
March 1944.....		65,474.81		51,880.39	2,223,344.54	1,540.84			2,342,240.58
April 1944.....		108,198.46			887,237.47	302.83			995,738.76
May 1944.....		27,177.23	1,447.40	78,547.22	771,744.88	1,201.12	1,136.90		881,254.75
June 1944.....		60,812.78		47,834.94	3,271,337.75	1,081.96		41,883.18	3,422,950.61
July 1944.....		53,915.00	1,805.00	42,043.97	1,348,241.93	1,149.27	1,240.11	59,949.52	1,508,344.80
August 1944.....		135,033.54	583.33	75,568.75	964,268.31	1,334.75	819.13	69,066.61	1,246,674.42
September 1944.....		36,587.86	289.08	60,990.30	1,138,434.97	1,204.21		25,137.58	1,262,644.00
October 1944.....		11,779.48	1,922.63	61,573.88	1,317,041.78	6,290.43	447.72	2,094.93	1,401,150.85
November 1944.....		25,413.77	12,967.77	125,808.84	2,934,714.56	1,296.85	426.50		3,100,628.29
December 1944.....		19,160.23	8,604.28	78,641.37	2,634,696.32	1,548.13		56,033.74	2,760,363.61
TOTAL.....	\$	\$ 730,312.88	\$27,619.49	\$ 622,889.66	\$19,577,132.93*	\$19,952.62	\$ 4,070.36	\$ 254,165.56	\$21,236,143.50
Balance, Dec. 31, 1943..	\$40,055.90	\$ 21,560.02	358,684.91	\$3,023,617.39	\$ 5,698,521.82	\$13,127.47	\$ 119.28	\$ 347,633.06	\$ 9,503,319.85
Current Investment U.S. 7/8% Treasury Certificates.....									\$ 4,000,048.00
TOTAL CASH AND CURRENT INVESTMENT.....									\$13,503,367.85

NOTE: Figures in **boldface** indicate credits.

* \$371,322.61 of this amount was diverted under Chapter 20890, Acts of 1941 and \$4,000,048.00 was invested in United States 7/8% Treasury Certificates.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
COUNTY SECOND GAS TAX—CHAPTER No. 15659, ACTS OF 1941
CASH STATEMENT JANUARY 1, 1943 TO DECEMBER 31, 1944

COUNTY	Balance December 31, 1942	1 9 4 3		1 9 4 4		Balance December 31, 1944
		Receipts	Disbursements	Receipts	Disbursements	
Baker.....	\$ 47,103.70	\$	\$ 195.84	\$	\$	\$ 46,907.86
Gadsden.....	129,698.33	.....	1,272.15	.....	16,213.45	112,212.73
Gilchrist.....	15,007.75	.....	323.62	.....	.....	14,684.13
Lafayette.....	33,330.88	.....	.....	.....	7,827.04	25,503.84
Liberty.....	10,523.56	.....	6,127.36	.....	3,579.00	817.20
Nassau.....	28,934.02	.....	.....	.....	.....	28,934.02
Santa Rosa.....	40,850.22	.....	.....	.....	.....	40,850.22
Wakulla.....	92,417.88	.....	3,642.97	.....	.....	88,774.91
TOTAL.....	\$ 397,866.34	\$	\$ 11,561.94	\$	\$ 27,619.49	\$ 358,684.91

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
COUNTY GAS TAX SURPLUS—CHAPTER No. 20302, ACTS OF 1941
CASH STATEMENT JANUARY 1, 1943 TO DECEMBER 31, 1944

COUNTY	Balance December 31, 1942	1943		1944		Balance December 31, 1944
		Receipts	Disbursements	Receipts	Disbursements	
Baker.....	\$ 18,840.25	\$ 25,056.19	\$ 7,363.92	\$ 20,789.08	\$ 1,737.37	\$ 55,584.23
Bradford.....	38,507.89					38,507.89
Brevard.....	80,000.00				60,046.73	19,953.27
Broward.....	7,500.00		7,500.00	110,000.00	26,754.37	83,245.63
Calhoun.....	11,918.53	34,207.59	40,901.39	24,344.85		29,569.58
Clay.....	54,765.39					54,765.39
Collier.....	142,164.56	17,708.50	1,618.38	98,080.15	110,680.01	145,654.82
Columbia.....	58,027.57		196.93		5,988.21	51,842.43
Dixie.....	26,591.83	32,456.67	1,315.34			57,733.16
Duval.....	817,835.39	119,246.41	81,065.50	18,421.16	68,017.93	806,419.53
Escambia.....	325,642.22		35,300.25	85,504.30	43,278.84	332,567.43
Franklin.....	38,595.17	35,225.14	26,880.10	16,727.65	28,620.59	35,047.27
Gadsden.....	71,091.01			40,000.00		111,091.01
Gilchrist.....	33,080.47	14,163.56				47,244.03
Gulf.....	34,883.55	32,546.56	729.05	24,989.32	7,305.62	84,284.76
Hendry.....	32,018.26	22,775.70	5,555.30	28,000.00	21,100.05	56,138.61
Highlands.....				120,000.00		120,000.00
Holmes.....	2,302.35	38,755.65	21,680.87	29,892.43	38,779.27	10,490.29
Jackson.....	44,063.06	64,751.00	15,979.45	56,400.11	8,914.12	140,320.60
Jefferson.....	97,037.66		9,594.09		42,784.46	44,659.11
Lafayette.....	48,093.73	22,921.89	1,253.00	25,048.04		94,810.66
Lee.....	20,853.58		248.69			20,604.89
Leon.....	79,838.74		20,161.26		21,132.51	78,867.49
Liberty.....	34,279.14	26,565.70	183.27	29,029.82	3,259.52	86,431.87
Madison.....				12,600.00		12,600.00
Nassau.....	63,036.74				600.85	62,435.89
Okaloosa.....	21,062.95	26,750.32	23,639.50		11,215.52	12,958.25
Santa Rosa.....	30,870.97		104.58	26,050.28	7,461.56	49,855.11
Suwannee.....	46,380.38				603.83	45,776.55
Taylor.....	176,004.41		1,853.23	47,677.82	27,636.81	194,192.19
Wakulla.....	19,592.79		1,272.02		3,646.19	14,674.58
Walton.....	78,108.90		24,268.00		53,840.90	
Washington.....		36,188.10	9,751.40	28,838.57	29,484.40	25,790.87
TOTAL.....	\$ 2,552,987.49	\$ 549,318.98	\$ 298,193.00	\$ 842,393.58	\$ 622,889.66	\$ 3,023,617.39

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING ROAD CONSTRUCTION COST, BY DIVISIONS AND COUNTIES, AS OF DECEMBER 31, 1943

FIRST DIVISION

COUNTY	ROAD MILES	BRIDGE FEET	COST FOR 1943	COST TO DATE DECEMBER 31, 1943	FUNDS		
					Federal	County	State
Charlotte.....	51.35	6,532	\$ 3,971.72	\$ 2,571,290.65	\$ 578,022.91	\$ 51,645.70	\$ 1,941,621.44
De Soto.....	47.47	2,004	14,568.92	1,093,367.53	178,587.64	191,422.14	723,358.15
Glades.....	61.71	3,801	.....	1,360,689.27	195,825.82	7,500.00	1,157,363.45
Hardee.....	42.57	1,455	10,576.22	1,096,727.05	67,049.45	.....	1,029,677.60
Hendry.....	57.13	1,761	6,375.70	1,408,082.51	13,170.37	4,471.33	1,390,440.81
Hernando.....	46.07	676	.....	2,232,406.08	495,849.06	89,899.09	1,646,657.93
Highlands.....	115.40	3,387	335,641.16	2,711,214.71	427,488.19	.....	2,283,726.52
Hillsborough.....	153.07	5,333	436,098.91	7,012,692.60	2,852,938.57	.....	4,159,754.03
Lee.....	57.40	7,220	195,149.59	1,800,881.39	169,279.46	200.00	1,631,401.93
Manatee.....	20.80	3,690	.....	1,570,380.49	106,701.92	.....	1,463,678.57
Pasco.....	74.34	366	3,506.37	2,579,764.40	841,953.84	.....	1,737,810.56
Pinellas.....	35.86	4,018	39,430.36	837,192.18	126,054.50	.....	711,137.68
Polk.....	177.26	3,114	616,992.35	7,454,013.34	1,782,863.77	10,583.63	5,660,565.94
Sarasota.....	38.76	1,733	.....	2,524,687.31	381,396.46	100,000.00	2,043,290.85
DIVISION TOTALS.....	979.19	45,090	\$ 1,662,311.30	\$ 36,253,389.31	\$ 8,217,181.96	\$ 455,721.89	\$ 27,580,485.46

SECOND DIVISION

Alachua.....	165.58	1,928	\$ 4,063.39	\$ 4,735,955.04	\$ 1,670,647.47	\$ 885,098.83	\$ 2,180,208.74
Baker.....	47.51	1,330	7,412.13	1,603,867.18	594,302.84	55,119.08	954,445.26
Bradford.....	66.52	1,673	8,799.78	1,655,724.17	297,305.60	125,000.00	1,233,418.57
Clay.....	101.45	6,984	268,284.55	3,428,554.80	233,170.58	100,000.00	3,095,384.22
Columbia.....	130.60	2,230	91.12	4,123,108.47	762,125.31	744,158.65	2,616,824.51
Dixie.....	70.48	2,799	32,223.54	1,327,802.85	87,328.05	76,804.47	1,163,670.33
Duval.....	194.39	7,038	369,571.30	8,082,163.86	2,963,185.27	552,156.81	4,566,821.78
Gilchrist.....	57.46	306	.....	815,522.81	21,423.45	142,022.77	652,076.59
Hamilton.....	75.53	1,405	6,903.59	1,793,867.02	592,425.63	170,051.19	1,031,390.20
Lafayette.....	67.54	2,036	247.00	1,568,700.72	64,087.52	257,492.94	1,247,120.26
Levy.....	169.58	4,369	284,685.20	5,019,253.28	1,042,228.01	809,134.88	3,167,890.39
Madison.....	101.76	2,584	17,767.09	3,057,383.60	358,386.14	392,196.81	2,306,800.65
Nassau.....	73.42	4,016	4,925.43	3,859,667.14	1,647,204.90	.....	2,212,462.24
Suwannee.....	100.80	956	3,199.38	2,346,325.55	96,256.68	767,437.51	1,482,631.36
Taylor.....	91.65	2,185	73,459.17	2,496,775.56	799,624.05	99,386.28	1,597,765.23
Union.....	28.18	1,060	44,584.04	752,495.34	108,191.35	171,000.00	473,303.99
DIVISION TOTALS.....	1,542.45	42,899	\$ 1,126,216.71	\$ 46,667,167.39	\$ 11,337,892.85	\$ 5,347,060.22	\$ 29,982,214.32

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION**

STATEMENT SHOWING ROAD CONSTRUCTION COST, BY DIVISIONS AND COUNTIES, AS OF DECEMBER 31, 1943

THIRD DIVISION

COUNTY	ROAD MILES	BRIDGE FEET	COST FOR 1943	COST TO DATE DECEMBER 31, 1943	FUNDS		
					Federal	County	State
Bay.....	135.00	13,984	\$ 197,558.01	\$ 6,249,705.73	\$ 385,494.62	\$ 2,008,578.20	\$ 3,855,632.91
Calhoun.....	67.84	8,882	57,748.22	1,166,775.69	137,457.11	1,018.40	1,028,300.18
Escambia.....	154.69	8,758	567,409.42	4,658,133.39	2,183,664.45	510,238.58	1,964,230.36
Franklin.....	118.19	19,557	935,527.38	4,266,156.70	1,167,363.79	156,768.65	2,942,024.26
Gadsden.....	107.20	6,195	.....	2,771,003.11	492,164.68	283,210.00	1,995,628.43
Gulf.....	68.66	1,767	105,348.30	2,010,428.07	186,817.63	.....	1,823,610.44
Holmes.....	115.11	6,430	154,094.71	2,068,262.22	174,981.91	212,446.89	1,680,833.42
Jackson.....	199.76	10,633	171,659.33	3,798,284.03	1,001,422.10	34,337.28	2,762,524.65
Jefferson.....	96.59	3,072	8,404.73	2,411,079.06	451,781.73	523,833.72	1,435,463.61
Leon.....	129.64	2,905	5,404.27	3,926,273.94	622,202.43	1,062,283.74	2,241,787.77
Liberty.....	116.58	5,827	20,084.83	1,368,928.10	260,671.30	49,000.00	1,059,258.80
Okaloosa.....	155.93	13,388	172,134.92	2,815,562.20	583,678.56	403,542.62	1,828,341.02
Santa Rosa.....	164.34	15,633	119,936.00	4,180,711.71	1,226,473.92	209,546.27	2,744,691.52
Wakulla.....	75.36	4,657	27,985.86	1,710,785.18	181,853.06	9,700.00	1,519,232.12
Walton.....	183.11	15,216	74,333.01	3,433,986.63	522,778.48	918,436.96	1,992,771.19
Washington.....	94.53	7,644	844.43	2,135,059.46	249,475.57	27,782.47	1,857,801.42
DIVISION TOTALS.....	1,982.53	144,548	\$ 2,618,473.42	\$ 48,971,135.22	\$ 9,828,281.34	\$ 6,410,723.78	\$ 32,732,130.10

FOURTH DIVISION

Broward.....	83.62	1,061	\$ 187,946.38	\$ 3,719,428.59	\$ 1,488,916.44	\$	\$ 2,230,512.15
Collier.....	106.23	8,307	42,272.19	3,352,477.36	178,922.62	38,251.40	3,135,303.34
Dade.....	105.49	3,764	102,732.26	7,774,402.13	2,192,219.77	140,018.26	5,442,164.10
Indian River.....	61.62	1,009	144,480.53	1,593,371.76	336,868.87	134,083.84	1,122,419.05
Martin.....	76.85	2,470	10,447.38	2,720,810.20	588,855.83	16,019.45	2,115,934.92
Monroe.....	61.03	25,770	2,657,966.00	3,234,258.13	1,628,755.85	.....	1,605,502.28
Okeechobee.....	68.76	5,613	2,091.04	1,104,479.90	185,818.69	6,173.98	912,487.23
Palm Beach.....	185.09	8,907	49,238.72	6,756,672.87	1,390,194.63	50,341.00	5,316,137.24
St. Lucie.....	51.39	1,460	5,400.00	1,634,623.27	20,769.56	276,000.00	1,337,853.71
Overseas Highway— Monroe and Dade.....	42.66	550	1,082,400.35	1,082,400.35	529,379.00	.....	553,021.35
DIVISION TOTALS.....	800.08	58,361	\$ 4,284,974.85	\$ 32,972,924.56	\$ 8,540,701.26	\$ 660,887.93	\$ 23,771,335.37

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING ROAD CONSTRUCTION COST, BY DIVISIONS AND COUNTIES, AS OF DECEMBER 31, 1943

FIFTH DIVISION

COUNTY	ROAD MILES	BRIDGE FEET	COST FOR 1943	COST TO DATE DECEMBER 31, 1943	FUNDS		
					Federal	County	State
Brevard.....	189.45	10,215	\$ 131,799.75	\$ 6,370,927.08	\$ 1,519,090.05	\$ 392,610.36	\$ 4,459,226.67
Citrus.....	72.59	1,226	206,579.89	2,268,588.53	367,012.62	12,760.70	1,888,815.21
Flagler.....	58.90	2,048	15,780.57	2,678,714.55	967,780.18	34,474.89	1,676,459.48
Lake.....	130.13	10,722	44,599.89	5,386,805.52	1,159,605.73	1,100,358.25	3,126,841.54
Marion.....	126.45	815	87,856.41	2,148,288.77	845,263.58	55,216.49	1,247,808.70
Orange.....	83.65	538	807,259.02	3,815,307.74	1,578,573.74	9,084.02	2,227,649.98
Osceola.....	87.50	2,532	31,934.67	3,441,146.63	1,136,079.58	290,783.38	2,014,283.67
Putnam.....	103.59	2,168	632.77	3,491,287.84	955,093.20	772,894.23	1,763,300.41
Seminole.....	26.93	882	5,349.47	1,393,914.62	242,322.24	13,000.00	1,138,592.38
St. Johns.....	108.53	35,946	182,248.81	4,038,324.70	546,327.21	.....	3,491,997.49
Sumter.....	37.45	1,061	37,688.87	922,387.64	157,002.48	.....	765,385.16
Volusia.....	134.71	5,076	438,777.70	5,659,227.72	1,752,870.76	494,739.81	3,411,617.15
DIVISION TOTALS.....	1,159.88	73,229	\$ 1,990,507.82	\$ 41,614,921.34	\$ 11,227,021.37	\$ 3,175,922.13	\$ 27,211,977.84

SUMMARY

First Division.....	979.19	45,090	\$ 1,662,311.30	\$ 36,253,389.31	\$ 8,217,181.96	\$ 455,721.89	\$ 27,580,485.46
Second Division.....	1,542.45	42,899	1,126,216.71	46,667,167.39	11,337,892.85	5,347,060.22	29,982,214.32
Third Division.....	1,982.53	144,548	2,618,473.42	48,971,135.22	9,828,281.34	6,410,723.78	32,732,130.10
Fourth Division.....	842.74	58,911	4,284,974.85	32,972,924.56	8,540,701.26	660,887.93	23,771,335.37
Fifth Division.....	1,159.88	73,229	1,990,507.82	41,614,921.34	11,227,021.37	3,175,922.13	27,211,977.84
TOTAL ALL DIVISIONS.....	6,506.79	364,677	\$ 11,682,484.10	\$ 206,479,537.82	\$ 49,151,078.78	\$ 16,050,315.95	\$ 141,278,143.09

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING ROAD CONSTRUCTION COST, BY DIVISIONS AND COUNTIES, AS OF DECEMBER 31, 1944
FIRST DIVISION

COUNTY	ROAD MILES	BRIDGE FEET	COST FOR 1944	COST TO DATE DECEMBER 31, 1944	FUNDS		
					Federal	County	State
Charlotte.....	51.35	6,532	\$ 259.39	\$ 2,571,549.44	\$ 578,022.91	\$ 51,645.70	\$ 1,941,880.83
De Soto.....	47.98	2,004	32,882.69	1,126,250.62	178,587.64	191,422.14	756,240.84
Glades.....	61.71	3,801	7,598.77	1,368,288.04	195,825.82	7,500.00	1,164,962.22
Hardee.....	42.57	1,455	106,565.58	1,203,292.63	67,049.45		1,136,243.18
Hendry.....	57.13	1,761	40,653.11	1,448,735.62	13,170.37	4,471.33	1,431,093.92
Hernando.....	46.07	676	16,018.97	2,248,425.05	495,849.06	89,899.09	1,662,676.90
Highlands.....	115.40	3,387	85,628.18	2,796,842.89	427,488.19		2,369,354.70
Hillsborough.....	159.26	22,095	2,522,275.40	9,534,968.00	3,967,982.09		5,566,985.91
Lee.....	63.81	7,220	245,345.12	2,046,226.51	336,979.46	200.00	1,709,047.05
Manatee.....	20.80	3,690	8,924.65	1,579,305.14	106,701.92		1,472,603.22
Pasco.....	74.34	366	3,220.52	2,582,984.92	841,953.84		1,741,031.08
Pinellas.....	44.75	4,330	1,564,794.88	2,401,987.06	894,836.92		1,507,150.14
Polk.....	183.72	3,981	822,730.64	8,276,743.98	1,794,996.80	10,583.63	6,471,163.55
Sarasota.....	38.76	1,733	11,496.50	2,536,183.81	381,396.46	100,000.00	2,054,787.35
DIVISION TOTALS.....	1,007.65	63,031	\$ 5,468,394.40	\$ 41,721,783.71	\$ 10,280,840.93	\$ 455,721.89	\$ 30,985,220.89

SECOND DIVISION

Alachua.....	165.58	1,928	\$ 194,778.17	\$ 4,930,733.21	\$ 1,671,526.42	\$ 885,098.83	\$ 2,374,107.96
Baker.....	47.51	1,330	91,347.91	1,695,215.09	601,125.87	55,119.08	1,038,970.14
Bradford.....	66.52	1,673	15,411.31	1,671,135.48	297,305.60	125,000.00	1,248,829.88
Clay.....	104.63	6,984	395,563.96	3,824,118.76	553,513.05	100,000.00	3,170,605.71
Columbia.....	130.60	2,230	51,945.26	4,175,053.73	762,125.31	744,158.65	2,668,769.77
Dixie.....	70.48	2,799	1,245.09	1,329,047.94	87,328.05	76,804.47	1,164,915.42
Duval.....	214.61	11,873	581,279.90	8,663,443.76	3,347,385.94	552,156.81	4,763,901.01
Gilchrist.....	57.46	306		815,522.81	21,423.45	142,022.77	652,076.59
Hamilton.....	75.53	1,405	4,317.62	1,798,184.64	592,425.63	170,051.19	1,035,707.82
Lafayette.....	67.54	2,036	8,745.03	1,577,445.75	64,087.52	257,492.94	1,255,865.29
Levy.....	169.58	4,369	91,987.24	5,111,240.52	1,050,958.42	809,134.88	3,251,147.22
Madison.....	102.26	2,584	36,526.85	3,093,910.45	358,386.14	392,196.81	2,343,327.50
Nassau.....	76.23	4,016	111,692.78	3,971,359.92	1,743,409.50		2,227,950.42
Suwannee.....	100.80	956	12,803.31	2,359,128.86	96,256.68	767,437.51	1,495,434.67
Taylor.....	91.65	2,185	30,857.86	2,527,633.42	808,051.11	99,386.28	1,620,196.03
Union.....	28.18	1,060		752,495.34	108,191.35	171,000.00	473,303.99
DIVISION TOTALS.....	1,569.16	47,734	\$ 1,628,502.29	\$ 48,295,669.68	\$ 12,163,500.04	\$ 5,347,060.22	\$ 30,785,109.42

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING ROAD CONSTRUCTION COST, BY DIVISIONS AND COUNTIES, AS OF DECEMBER 31, 1944
THIRD DIVISION

COUNTY	ROAD MILES	BRIDGE FEET	COST FOR 1944	COST TO DATE DECEMBER 31, 1944	FUNDS		
					Federal	County	State
Bay.....	136.04	13,984	\$ 290,279.16	\$ 6,539,984.89	\$ 485,082.15	\$ 2,008,578.20	\$ 4,046,324.54
Calhoun.....	67.84	8,882	31,734.70	1,198,510.39	137,457.11	1,018.40	1,060,034.88
Escambia.....	166.13	13,545	625,124.89	5,283,258.28	2,764,263.13	510,238.58	2,008,756.57
Franklin.....	118.19	19,904	211,555.17	4,477,711.87	1,167,363.79	156,768.65	3,153,579.43
Gadsden.....	107.20	6,195	20,537.99	2,791,541.10	492,164.68	283,210.00	2,016,166.42
Gulf.....	68.66	1,805	9,275.31	2,019,703.38	191,059.10		1,828,644.28
Holmes.....	116.89	6,430	40,032.06	2,108,294.28	174,981.91	212,446.89	1,720,865.48
Jackson.....	213.96	10,633	33,774.33	3,832,058.36	1,001,422.10	34,337.28	2,796,298.98
Jefferson.....	96.59	3,072	51,259.88	2,462,338.94	451,781.73	523,833.72	1,486,723.49
Leon.....	131.34	2,930	22,621.48	3,948,895.42	637,258.08	1,062,283.74	2,249,353.60
Liberty.....	116.58	5,827	8,571.54	1,377,499.64	275,076.68	49,000.00	1,053,422.96
Okaloosa.....	155.93	13,388	128,607.67	2,944,169.87	617,088.54	403,542.62	1,923,538.71
Santa Rosa.....	165.59	15,755	321,883.70	4,502,595.41	1,526,216.32	209,546.27	2,766,832.82
Wakulla.....	75.36	4,657	9,132.11	1,719,917.29	181,853.06	9,700.00	1,528,364.23
Walton.....	188.38	15,297	297,363.39	3,731,350.02	522,778.48	918,436.96	2,290,134.58
Washington.....	94.53	7,644	115,573.01	2,250,632.47	249,475.57	27,782.47	1,973,374.43
DIVISION TOTALS.....	2,019.21	149,948	\$ 2,217,326.39	\$ 51,188,461.61	\$ 10,875,322.43	\$ 6,410,723.78	\$ 33,902,415.40

FOURTH DIVISION

Broward.....	85.83	1,061	\$ 113,753.58	\$ 3,833,182.17	\$ 1,544,827.90	\$	\$ 2,288,354.27
Collier.....	107.36	8,307	249,843.62	3,602,320.98	178,922.62	38,251.40	3,385,146.96
Dade.....	119.46	3,764	126,201.90	7,900,604.03	2,238,549.63	140,018.26	5,522,036.14
Indian River.....	61.62	1,009	135.70	1,593,236.06	336,868.87	134,083.84	1,122,283.35
Martin.....	76.85	2,470	5,092.62	2,725,902.82	588,855.83	16,019.45	2,121,027.54
Monroe.....	93.87	47,499	613,379.17	3,847,637.30	2,650,761.84		1,196,875.46
Okeechobee.....	68.76	5,613	84.69	1,104,564.59	185,818.69	6,173.98	912,571.92
Palm Beach.....	185.09	8,907	494,831.34	7,251,504.21	1,419,711.29	50,341.00	5,781,451.92
St. Lucie.....	51.39	1,460	13,266.91	1,647,890.18	20,769.56	276,000.00	1,351,120.62
*Overseas Highway— Monroe and Dade.....			730,312.88	1,812,713.23	944,273.25		868,439.98
DIVISION TOTALS.....	850.23	80,090	\$ 2,346,631.01	\$ 35,319,555.57	\$ 10,109,359.48	\$ 660,887.93	\$ 24,549,308.16

* Cost of Force Account work not yet allocated between Monroe and Dade Counties.
 Figures in **boldface** indicate credit.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING ROAD CONSTRUCTION COST, BY DIVISIONS AND COUNTIES, AS OF DECEMBER 31, 1944
FIFTH DIVISION

COUNTY	ROAD MILES	BRIDGE FEET	COST FOR 1944	COST TO DATE DECEMBER 31, 1944	FUNDS		
					Federal	County	State
Brevard.....	198.66	11,256	\$ 123,866.11	\$ 6,494,793.19	\$ 1,542,368.11	\$ 392,610.36	\$ 4,559,814.72
Citrus.....	72.59	1,226	146,461.57	2,415,050.10	385,003.72	12,760.70	2,017,285.68
Flagler.....	58.90	2,048	.....	2,678,714.55	967,780.18	34,474.89	1,676,459.48
Lake.....	130.13	10,722	3,474.43	5,390,279.95	1,167,090.38	1,100,358.25	3,122,831.32
Marion.....	126.45	815	54,489.46	2,202,778.23	849,346.20	55,216.49	1,298,215.54
Orange.....	84.89	538	564,805.39	4,380,113.13	1,993,078.00	9,084.02	2,377,951.11
Osceola.....	87.50	2,532	63,111.97	3,504,258.60	1,136,079.58	290,783.38	2,077,395.64
Putnam.....	103.59	2,168	55,376.80	3,546,664.64	955,093.20	772,894.23	1,818,677.21
Seminole.....	30.55	882	149,168.30	1,543,082.92	272,021.62	13,000.00	1,258,061.30
St. Johns.....	108.53	35,946	84,666.46	4,122,991.16	546,327.21	.....	3,576,663.95
Sumter.....	37.45	1,061	838.81	923,226.45	157,002.48	.....	766,223.97
Volusia.....	134.71	5,125	462,470.08	6,121,697.80	2,067,442.31	494,739.81	3,559,515.68
DIVISION TOTALS.....	1,173.95	74,319	\$ 1,708,729.38	\$ 43,323,650.72	\$ 12,038,632.99	\$ 3,175,922.13	\$ 28,109,095.60

SUMMARY

First Division.....	1,007.65	63,031	\$ 5,468,394.40	\$ 41,721,783.71	\$ 10,280,840.93	\$ 455,721.89	\$ 30,985,220.89
Second Division.....	1,569.16	47,734	1,628,502.29	48,295,669.68	12,163,500.04	5,347,060.22	30,785,109.42
Third Division.....	2,019.21	149,948	2,217,326.39	51,188,461.61	10,875,322.43	6,410,723.78	33,902,415.40
Fourth Division.....	850.23	80,090	2,346,631.01	35,319,555.57	10,109,359.48	660,887.93	24,549,308.16
Fifth Division.....	1,173.95	74,319	1,708,729.38	43,323,650.72	12,038,632.99	3,175,922.13	28,109,095.60
TOTAL ALL DIVISIONS.....	6,620.20	415,122	\$ 13,369,583.47	\$ 219,849,121.29	\$ 55,467,655.87	\$ 16,050,315.95	\$ 148,331,149.47

NOTE: Figures in **boldface** indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1943
FIRST DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1943	TOTAL COST ALL MAINTENANCE TO DATE
	Road Miles	Bridge Feet	Roads Cost	Cost per Mile	Bridges Cost	Freeze and Storm Damage	Periodic Maintenance			
Charlotte.....	79.74	10,025	\$ 10,161.40	\$ 127.43	\$ 3,453.76	\$ 6.73	\$	\$ 5,215.68	\$ 18,837.57	\$ 458,966.05
De Soto.....	80.40	3,922	9,769.57	121.51	2,210.23	.80	168.19	1,893.59	14,042.38	769,892.42
Glades.....	86.78	5,087	11,858.35	136.65	2,967.00	26.88	.....	2,854.43	17,706.66	467,247.60
Hardee.....	68.73	2,665	9,182.97	133.61	2,252.95	50.17	.....	1,149.11	12,635.20	450,881.55
Hendry.....	69.38	2,402	7,714.46	111.19	794.62	.....	1,365.96	2,059.97	11,935.01	288,801.67
Hernando.....	78.43	1,152	13,432.08	171.26	615.37	.....	663.02	.....	14,710.47	384,446.67
Highlands.....	115.28	2,779	9,899.21	85.87	3,211.86	15.86	6.53	2,420.26	15,553.72	904,562.19
Hillsborough.....	154.75	7,540	29,376.51	189.83	4,369.78	.....	7,161.08	9,657.85	50,565.22	1,088,025.14
Lee.....	99.75	8,237	30,549.90	306.26	6,951.17	147.44	19,835.28	7,812.53	65,296.32	602,581.77
Manatee.....	109.35	8,567	15,779.18	144.30	1,986.27	354.78	.....	6,690.88	24,811.11	593,146.53
Pasco.....	152.51	1,639	16,435.29	107.77	69.76	.....	.....	1,572.82	17,938.35	868,241.38
Pinellas.....	120.04	9,998	17,410.41	145.04	588.76	.....	26,130.47	7,306.00	51,435.64	730,802.01
Polk.....	259.87	5,197	31,918.39	122.82	121.63	291.84	47,582.36	4,550.23	84,464.45	1,433,238.91
Sarasota.....	115.17	8,964	13,079.34	113.57	4,029.19	305.36	1,186.57	6,469.29	25,069.75	492,483.38
DIVISION TOTALS	1,590.18	78,174	\$ 226,567.06	\$ 142.48	\$33,482.83	\$ 1,199.86	\$103,436.44	\$60,315.66	\$ 425,001.85	\$ 9,533,317.27

NOTE: Figures in **boldface** indicate credits.

SECOND DIVISION

Alachua.....	252.07	3,631	\$ 36,919.08	\$ 146.46	\$ 901.14	\$	\$ 7,059.94	\$ 4,700.27	\$ 49,580.43	\$ 1,106,420.15
Baker.....	46.43	1,195	9,713.79	209.21	4.74	.....	240.75	.....	9,959.28	340,236.52
Bradford.....	83.93	3,379	15,043.84	179.24	16.03	3.04	7,832.78	1,957.94	24,853.63	481,075.40
Clay.....	111.40	6,190	35,857.56	321.88	1,369.07	314.18	.....	6,531.70	44,072.51	706,829.85
Columbia.....	125.49	1,910	22,828.59	181.92	721.76	.....	52,194.26	1,320.11	77,064.72	551,580.21
Dixie.....	49.50	2,399	7,460.57	150.72	4,010.02	.....	.85	895.38	12,366.82	234,234.49
Duval.....	178.46	14,551	30,684.37	171.94	13,399.13	96.82	.....	33,736.02	77,916.34	1,680,039.68
Gilchrist.....	56.56	547	6,030.93	106.63	16.54	.....	266.51	6,313.98	137,407.13	.....
Hamilton.....	75.40	1,308	11,606.03	153.93	753.40	.....	967.86	13,327.29	470,251.76	.....
Lafayette.....	72.86	1,413	9,164.71	125.78	3.17	.....	928.90	10,096.78	152,245.33	.....
Levy.....	174.32	4,792	18,265.54	104.78	1,297.79	70.35	4,766.18	2,759.19	27,159.05	639,517.36
Madison.....	104.07	2,697	20,908.50	200.91	5,031.47	.....	18,003.10	899.50	44,842.57	579,701.72
Nassau.....	86.55	3,916	10,483.51	121.13	6,916.34	7.50	18,232.78	5,730.22	41,370.35	789,065.26
Suwannee.....	102.55	2,362	11,444.66	111.60	26.72	.....	.....	1,082.22	12,553.60	464,224.29
Taylor.....	88.34	3,116	16,623.91	188.18	513.10	.....	4,617.65	1,350.62	23,105.28	439,741.69
Union.....	56.80	1,407	5,867.23	103.30	1,048.98	.....	20,597.86	816.34	28,330.41	191,228.12
DIVISION TOTALS	1,664.73	54,813	\$ 268,902.82	\$ 161.53	\$36,029.40	\$ 491.89	\$133,305.40	\$64,183.53	\$ 502,913.04	\$ 8,963,798.96

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1943
THIRD DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1943	TOTAL COST ALL MAINTENANCE TO DATE
	Road Miles	Bridge Feet	Roads Cost	Cost per Mile	Bridges Cost	Freeze and Storm Damage	Periodic Maintenance			
Bay	136.46	17,803	\$ 18,450.84	\$ 135.21	\$99,665.75	\$ 3,762.57	\$ 21.13	\$14,818.67	\$ 136,718.96	\$ 1,014,187.08
Calhoun	66.89	2,857	6,088.65	91.02	4,742.33	.....	8,036.92	394.88	19,262.78	655,187.13
Escambia	142.16	5,635	46,577.21	327.64	15,761.21	3,633.71	7,978.48	9,215.26	83,165.87	993,732.77
Franklin	65.42	23,056	10,687.32	163.36	3,078.70	6,088.94	1,312.95	19,930.32	41,098.23	842,954.70
Gadsden	107.19	9,525	23,293.48	217.31	2,037.37	58.13	16,665.60	1,720.80	43,775.38	592,092.14
Gulf	66.53	1,656	10,826.14	162.73	21,103.76	133.66	754.45	8,626.54	41,444.55	729,066.74
Holmes	109.49	6,409	34,821.75	318.03	6,249.86	.....	25,135.38	1,675.07	67,882.06	927,668.63
Jackson	183.93	3,657	28,299.32	153.86	4,721.72	44.02	9,402.24	2,582.67	45,049.97	1,338,883.25
Jefferson	94.71	2,677	9,115.48	96.25	2,846.65	.....	22,423.91	1,038.57	35,424.61	468,325.63
Leon	125.99	5,309	26,622.28	211.30	633.34	24.40	1,052.11	549.97	28,882.10	719,317.78
Liberty	70.39	11,476	6,649.86	94.47	673.04	.....	.....	336.91	7,659.81	314,723.96
Okaloosa	142.29	16,691	16,263.79	114.30	10,100.06	.....	2,505.74	2,427.90	31,297.49	1,359,643.45
Santa Rosa	168.47	20,300	15,819.58	93.90	16,338.11	35.28	47,919.53	8,825.51	88,938.01	881,146.94
Wakulla	57.74	1,732	2,580.96	44.85	1,408.86	.....	.....	1,886.88	5,876.69	294,143.01
Walton	177.05	12,499	15,606.95	88.15	4,733.38	.....	15,646.39	6,274.61	42,261.33	1,133,786.98
Washington	94.91	12,667	19,591.29	206.42	6,823.38	8.75	35,787.15	592.88	62,803.45	429,374.76
Washington— (County Roads) ..	.....	.....	11,484.28	.....	.....	.....	.....	1,362.25	12,846.53	63,030.52
DIVISION TOTALS	1,809.62	153,949	\$ 302,779.17	\$ 167.32	\$200,917.52	\$13,789.46	\$194,641.98	\$82,259.69	\$ 794,387.82	\$12,757,215.47

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1943
FOURTH DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1943	TOTAL COST ALL MAINTENANCE TO DATE
	Road Miles	Bridge Feet	Roads Cost	Cost per Mile	Bridges Cost	Freeze and Storm Damage	Periodic Maintenance			
Broward.....	129.68	2,646	\$ 16,512.41	\$ 127.33	\$ 4,360.81	\$	\$ 6,336.34	\$16,771.64	\$ 43,981.20	\$ 894,507.40
Collier.....	138.05	10,643	18,643.49	135.05	1,114.92	.....	39,611.74	2,809.77	62,179.92	1,241,268.42
Dade.....	188.52	11,732	32,539.21	172.60	20,555.55	.....	6,455.46	27,737.83	87,288.05	1,496,348.92
Indian River.....	73.29	11,779	12,709.23	173.41	4,781.38	.....	.....	5,639.24	23,129.85	1,314,442.02
Martin.....	116.43	6,458	15,931.25	136.83	7,667.26	.....	8.76	10,281.53	33,888.80	904,922.73
Monroe.....	104.53	36,150	10,173.49	97.33	9,827.04	.....	37,559.32	7,125.55	64,685.40	1,254,927.63
Okeechobee.....	77.85	10,936	19,323.69	119.76	8,520.99	.....	.....	5,169.18	33,013.86	796,932.80
Palm Beach.....	259.74	15,686	53,023.57	204.14	19,067.19	389.83	18,282.45	41,624.73	132,387.77	2,767,742.75
St. Lucie.....	89.84	6,102	23,030.30	256.35	7,418.83	.....	.....	7,710.68	38,159.81	732,295.35
DIVISION TOTALS	1,177.93	112,132	\$ 201,886.64	\$ 171.39	\$83,313.97	\$ 389.83	\$108,254.07	\$124,870.15	\$ 518,714.66	\$11,403,388.02

FIFTH DIVISION

Brevard.....	201.55	20,670	\$ 29,869.43	\$ 148.20	\$27,943.28	\$ 2,110.50	\$ 9,067.85	\$12,626.47	\$ 81,617.53	\$ 1,864,244.98
Citrus.....	90.82	1,421	15,555.13	171.27	58.27	4.95	37,454.37	823.89	53,896.61	350,962.60
Flagler.....	75.45	2,117	17,343.87	229.87	763.84	300.24	8,475.43	1,604.87	28,488.25	478,635.08
Lake.....	282.22	10,682	36,001.53	127.57	2,873.53	67.97	413.99	8,966.11	48,323.13	928,605.45
Marion.....	276.97	1,607	37,213.62	134.36	105.55	.....	.....	5,734.69	43,053.86	1,473,227.21
Orange.....	153.39	2,233	19,458.66	126.86	3,883.46	.....	1,095.84	1,698.07	26,136.03	771,296.96
Osceola.....	122.17	6,676	15,023.16	122.97	189.61	.....	.....	1,615.93	16,828.70	754,755.01
Putnam.....	106.19	4,957	24,196.71	227.86	588.64	.....	55,522.36	2,474.05	82,781.76	1,346,240.86
Seminole.....	80.34	1,981	11,363.21	141.44	1,137.30	.....	431.92	2,986.94	15,919.37	584,240.05
St. Johns.....	168.33	27,192	28,735.86	170.71	10,764.87	3,975.31	82,867.57	17,568.22	143,911.83	1,676,503.95
Sumter.....	98.95	1,463	13,786.91	139.33	130.02	51.21	.....	1,635.31	15,603.45	708,218.36
Volusia.....	201.68	7,611	46,863.22	217.82	38,984.41	385.39	.....	19,312.89	105,545.91	1,275,225.45
DIVISION TOTALS	1,858.06	88,610	\$ 295,411.31	\$ 157.41	\$87,422.78	\$ 6,895.57	\$195,329.33	\$77,047.44	\$ 662,106.43	\$12,212,155.96

SUMMARY

First Division.....	1,590.18	78,174	\$ 226,567.06	\$ 142.48	\$33,482.83	\$ 1,199.86	\$103,436.44	\$60,315.66	\$ 425,001.85	\$ 9,533,317.27
Second Division.....	1,664.73	54,813	268,902.82	161.53	36,029.40	491.89	133,305.40	64,183.53	502,913.04	8,963,798.96
Third Division.....	1,809.62	153,949	302,779.17	167.32	200,917.52	13,789.46	194,641.98	82,259.69	794,387.82	12,757,215.47
Fourth Division.....	1,177.93	112,132	201,886.64	171.39	83,313.97	389.83	108,254.07	124,870.15	518,714.66	11,403,388.02
Fifth Division.....	1,858.06	88,610	295,411.31	157.41	87,422.78	6,895.57	195,329.35	77,047.44	662,106.43	12,212,155.96
GRAND TOTALS	8,100.52	487,678	\$1,295,547.00	\$ 159.93	\$441,166.50	\$22,766.61	\$734,967.22	\$408,676.47	\$ 2,903,123.80	\$54,869,875.68

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1944

FIRST DIVISION

MAINTENANCE											
COUNTY		ROAD MILES	BRIDGE FEET	ROADS COST	COST PER MILE	BRIDGES COST	FREEZE & STORM DAMAGE	FEDERAL & PERIODIC MAINTENANCE	TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1944	TOTAL COST ALL MAINTENANCE TO DATE
Charlotte	Direct Cost	79.74	10,025	\$ 2,617.30	\$ 32.82	\$ 3,161.03	\$ 4,699.50	\$ 5,954.36	\$ 3,048.89	\$ 19,481.08	\$
	Undistributed Cost*									4,150.60	
	Total									23,631.68	482,597.73
De Soto	Direct Cost	80.32	3,922	4,107.42	51.14	1,902.09	216.21	21,311.57	762.63	28,299.92	
	Undistributed Cost*									5,984.74	
	Total									34,284.66	804,177.08
Glades	Direct Cost	86.78	4,625	18,732.41	215.86	306.64	10.00	14,989.61	1,299.17	35,337.83	
	Undistributed Cost*									8,974.11	
	Total									44,311.94	511,559.54
Hardee	Direct Cost	68.75	2,666	4,208.79	61.22	3,047.67	443.14		982.71	8,682.31	
	Undistributed Cost*									7,201.62	
	Total									15,883.93	466,765.48
Hendry	Direct Cost	69.39	2,382	6,361.15	91.67	238.52	163.99	12,408.58	1,329.87	20,502.11	
	Undistributed Cost*									7,371.34	
	Total									27,873.45	316,675.12
Hernando	Direct Cost	78.42	1,152	6,229.01	79.43	65.47	842.12		672.10	7,808.70	
	Undistributed Cost*									8,184.74	
	Total									15,993.44	400,440.11
Highlands	Direct Cost	122.33	6,090	3,098.79	25.33	5,340.28	156.69	34,880.38	1,152.97	44,629.11	
	Undistributed Cost*									5,722.63	
	Total									50,351.74	954,913.93
Hillsborough	Direct Cost	198.97	27,261	16,553.16	83.19	6,098.93	1,507.63	20,801.01	18,264.91	63,225.64	
	Undistributed Cost*									27,919.30	
	Total									91,144.94	1,179,170.08
Lee	Direct Cost	107.84	8,363	12,846.24	119.12	1,255.23	5,693.75	26,721.86	5,930.34	52,447.42	
	Undistributed Cost*									11,813.73	
	Total									64,261.15	666,842.92
Manatee	Direct Cost	109.35	8,567	5,973.80	54.63	5,149.82	637.59	5,745.15	4,287.57	21,793.93	
	Undistributed Cost*									11,450.04	
	Total									33,243.97	626,390.50

Pasco.....	Direct Cost.....	152.51	1,639	6,950.30	45.57	2,109.74	1,692.00	6,532.33	822.58	18,106.95	7,333.84
	Undistributed Cost*										
	Total.....									25,440.79	893,682.17
Pinellas.....	Direct Cost.....	124.88	10,267	7,146.21	57.22	2,178.96	345.90	1,560.73	8,715.17	19,946.97	15,457.54
	Undistributed Cost*										
	Total.....									35,404.51	766,206.52
Polk.....	Direct Cost.....	261.42	6,132	16,503.60	63.13	121.19	1,880.21	6,789.47	4,077.78	29,372.25	19,211.83
	Undistributed Cost*										
	Total.....									48,584.08	1,481,822.99
Sarasota.....	Direct Cost.....	115.18	8,964	2,881.87	25.02	11,171.40	1,428.61	8,828.91	4,673.73	28,984.52	11,489.66
	Undistributed Cost*										
	Total.....									40,474.18	532,957.56
	Direct Cost.....	1,655.88	102,055	\$ 114,210.05	\$ 68.97	\$ 42,146.97	\$ 19,717.34	\$ 166,523.96	\$ 50,020.42	368,618.74	152,265.72
	Undistributed Cost*										
Division Totals.....	Total.....									\$ 550,884.46	\$ 10,084,201.73

* For explanation of Undistributed Cost see footnote at the end of this schedule.

SECOND DIVISION

Alachua.....	Direct Cost.....	251.82	3,631	\$ 18,467.99	\$ 73.38	\$ 2,099.89	\$ 1,753.47	\$ 6,681.89	\$ 2,690.01	\$ 32,003.25	\$ 16,782.77
	Undistributed Cost*										
	Total.....									48,786.02	1,155,206.17
Baker.....	Direct Cost.....	46.43	1,195	3,864.58	83.24		392.02		582.75	4,839.75	6,805.52
	Undistributed Cost*										
	Total.....									11,645.27	351,881.79
Bradford.....	Direct Cost.....	83.97	1,863	5,996.11	71.41	568.72	109.00	4,319.07	605.05	11,597.05	11,675.73
	Undistributed Cost*										
	Total.....									23,273.68	504,349.08
Clay.....	Direct Cost.....	113.95	6,086	9,750.96	85.57	715.70	1,874.94	3,853.14	4,384.16	20,578.90	19,352.49
	Undistributed Cost*										
	Total.....									39,931.29	746,761.24
Columbia.....	Direct Cost.....	125.50	1,910	8,545.02	68.09	55.63	258.91	3,028.63	710.27	12,598.46	7,993.85
	Undistributed Cost*										
	Total.....									20,592.31	572,172.52
Dixie.....	Direct Cost.....	49.50	3,219	5,350.97	108.10	1,755.30	49.52	4,245.41	602.43	12,003.63	2,785.84
	Undistributed Cost*										
	Total.....									14,789.47	249,023.56
Duval.....	Direct Cost.....	198.87	19,293	16,465.71	82.80	14,796.77	6,766.43	18,437.71	33,533.18	89,999.80	39,946.65
	Undistributed Cost*										
	Total.....									129,946.45	1,809,986.13
Gilchrist.....	Direct Cost.....	56.56	547	2,355.65	41.65	46.50	28.81	1,553.94	448.76	4,433.66	4,774.26
	Undistributed Cost*										
	Total.....									9,207.92	146,615.05

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1944
SECOND DIVISION (Continued)

MAINTENANCE

COUNTY		ROAD MILES	BRIDGE FEET	ROADS COST	COST PER MILE	BRIDGES COST	FREEZE & STORM DAMAGE	FEDERAL & PERIODIC MAINTENANCE	TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1944	TOTAL COST ALL MAINTENANCE TO DATE
Hamilton.....	Direct Cost.....	75.40	1,772	\$ 4,441.66	\$ 58.91	\$ 2.30	\$ 133.44	\$ 22,031.41	\$ 348.72	\$ 26,957.53	\$.....
	Undistributed Cost*									5,398.18	
	Total.....									32,355.71	502,607.47
Lafayette.....	Direct Cost.....	72.47	2,476	4,009.34	55.32	320.86	89.76		342.78	4,762.74	
	Undistributed Cost*									3,271.68	
	Total.....									8,034.42	160,279.75
Levy.....	Direct Cost.....	175.82	3,973	12,453.24	70.83	2,145.38	972.60	14,550.00	3,695.47	33,816.78	
	Undistributed Cost*									10,702.81	
	Total.....									44,519.59	684,036.95
Madison.....	Direct Cost.....	104.61	3,057	8,492.05	81.18	1,321.32			692.60	10,505.57	
	Undistributed Cost*									10,412.91	
	Total.....									20,918.88	600,620.60
Nassau.....	Direct Cost.....	88.98	4,047	4,613.27	51.85	3,737.47	3,607.62	33,998.37	6,019.27	44,501.06	
	Undistributed Cost*									9,657.66	
	Total.....									54,159.02	843,224.28
Suwannee.....	Direct Cost.....	102.56	113	6,211.82	60.57	871.11	960.92		561.60	8,605.55	
	Undistributed Cost.....									10,246.01	
	Total.....									18,861.56	483,075.85
Taylor.....	Direct Cost.....	88.34	3,116	7,168.07	81.14	432.93	154.88	3,939.92	791.33	12,487.13	
	Undistributed Cost.....									6,040.91	
	Total.....									18,528.04	458,269.73
Union.....	Direct Cost.....	56.80	2,910	5,424.33	95.50	1,505.82	1,190.01	21,785.13	532.18	30,437.47	
	Undistributed Cost.....									5,379.20	
	Total.....									35,816.67	227,044.79
Division Totals.....	Direct Cost.....	1,691.58	59,208	\$ 123,621.27	\$ 73.08	\$ 22,900.76	\$ 18,342.33	\$ 138,724.71	\$ 56,540.56	360,129.63	
	Undistributed Cost*									171,226.77	
	Total.....									\$ 531,356.40	\$ 9,495,155.36

* For explanation of Undistributed Cost see footnote at the end of this schedule.

NOTE: Figures in **Boldface** indicate credits.

THIRD DIVISION

Bay	Direct Cost	137.41	17,803	\$ 9,988.70	\$ 72.69	\$ 6,042.19	\$ 119,952.90	\$ 13,584.42	\$ 149,568.21	\$
	Undistributed Cost*								18,028.34	
	Total								167,596.55	1,181,783.63
Calhoun	Direct Cost	66.85	11,485	4,090.62	61.19	3,025.61	575.95	952.97	7,385.38	
	Undistributed Cost*								5,479.48	
	Total								12,864.86	668,051.99
Eecambia	Direct Cost	161.17	31,786	18,161.75	112.69	2,630.53	2,706.97	6,283.58	29,782.83	
	Undistributed Cost*								22,292.44	
	Total								52,075.27	1,045,808.04
Franklin	Direct Cost	66.48	23,660	5,917.14	89.01	7,983.67	533.20	30,704.38	50,934.34	
	Undistributed Cost*								19,766.88	
	Total								70,701.22	913,655.92
Gadsden	Direct Cost	107.20	5,867	9,037.60	84.31	498.38		2,136.33	12,843.42	
	Undistributed Cost*							1,171.11	13,915.53	
	Total								26,758.95	618,851.09
Gulf	Direct Cost	66.53	1,664	4,800.69	72.16	2,382.87	1,302.67	20,652.98	36,379.57	
	Undistributed Cost*							7,240.36	9,336.99	
	Total								45,716.56	774,783.30
Holmes	Direct Cost	111.32	6,624	12,800.77	114.99	8,993.08	317.94	8,443.94	31,276.04	
	Undistributed Cost*							720.31	13,502.48	
	Total								44,778.52	972,447.15
Jackson	Direct Cost	198.14	9,382	16,289.58	82.21	5,364.03	941.41	812.05	25,929.62	
	Undistributed Cost*							2,521.95	13,428.51	
	Total								39,358.13	1,378,241.38
Jefferson	Direct Cost	102.26	3,253	9,900.29	96.81	113.30		4,396.76	15,712.07	
	Undistributed Cost*							1,301.72	4,623.50	
	Total								20,335.57	488,661.20
Leon	Direct Cost	131.81	3,251	16,746.96	127.05	340.36	612.82	10,523.11	31,008.01	
	Undistributed Cost*							2,784.76	16,828.90	
	Total								47,836.91	767,154.69
Liberty	Direct Cost	70.40	3,281	6,646.87	94.42	2,702.30		340.76	9,689.93	
	Undistributed Cost*								4,350.85	
	Total								14,040.78	328,764.74
Okaloosa	Direct Cost	143.85	14,497	14,821.72	103.04	16,120.41	32.04	38,655.76	73,328.85	
	Undistributed Cost							3,698.92	25,577.31	
	Total								98,906.16	1,458,549.61
Santa Rosa	Direct Cost	170.63	17,282	13,883.33	81.37	2,756.22		15,161.24	34,188.65	
	Undistributed Cost*							2,387.86	15,682.60	
	Total								49,871.25	931,018.19

NOTC: Figures in **Boldface** indicate credits

* For explanation of Undistributed Cost see footnote at the end of this schedule.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1944
THIRD DIVISION (Continued)

MAINTENANCE											
COUNTY		ROAD MILES	BRIDGE FEET	ROADS COST	COST PER MILE	BRIDGES COST	FREEZE & STORM DAMAGE	FEDERAL & PERIODIC MAINTENANCE	TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1944	TOTAL COST ALL MAINTENANCE TO DATE
Wakulla.....	Direct Cost.....	57.75	1,732	\$ 2,993.40	\$ 51.83	\$ 4,700.33	\$.....	\$ 14,244.45	\$ 1,055.45	\$ 22,993.63	\$.....
	Undistributed Cost*									2,363.15	
	Total.....									25,356.78	319,499.79
Walton.....	Direct Cost.....	183.98	17,848	9,547.13	51.89	14,929.24		60,906.47	3,791.72	89,174.56	
	Undistributed Cost*									17,363.68	
	Total.....									106,538.24	1,240,275.22
Washington.....	Direct Cost.....	94.92	7,367	10,573.50	111.39	8,776.39	8,446.13	29,846.17	694.26	58,336.45	
	Undistributed Cost*									9,504.66	
	Total.....									67,841.11	497,215.87
Washington (County Roads).....	Direct Cost.....			9,299.29						9,299.29	
	Undistributed Cost*										
	Total.....										72,329.81
Division Totals...	Direct Cost.....	1,870.70	176,852	\$ 175,499.34	\$ 93.81	\$ 87,359.51	\$ 12,762.16	\$ 358,190.54	\$ 54,019.30	687,130.85	
	Undistributed Cost*									212,045.30	
	Total.....									\$ 899,876.15	\$ 13,657,091.62

* For explanation of Undistributed Cost see footnote at the end of this schedule.
NOTE: Figures in **Boldface** indicate credits.

FOURTH DIVISION

Broward.....	Direct Cost.....	135.85	2,701	\$ 13,284.47	\$ 97.79	\$ 2,928.37	\$ 4.35	\$ 334.18	\$ 14,550.42	\$ 31,101.79	\$.....
	Undistributed Cost*									13,718.10	
	Total.....									44,819.89	939,327.29
Collier.....	Direct Cost.....	139.16	10,645	6,778.70	48.71	2,072.85		509.28	1,989.33	11,350.16	
	Undistributed Cost*									10,502.40	
	Total.....									21,852.56	1,263,120.98
Dade.....	Direct Cost.....	194.56	11,630	15,017.52	77.19	13,173.31	575.00	279.60	21,151.62	50,167.05	
	Undistributed Cost*									29,054.74	
	Total.....									79,251.79	1,575,600.71
Indian River.....	Direct Cost.....	73.38	10,858	6,686.26	91.12	6,936.09	24.50	18,901.16	3,374.34	35,922.35	
	Undistributed Cost*									7,926.80	
	Total.....									43,849.15	1,358,291.17

Martin.....	Direct Cost.....	116.91	6,458	7,981.31	68.27	3,870.65		21,026.19	7,557.83	40,435.98	
	Undistributed Cost*									9,790.10	
	Total.....									50,226.08	955,148.81
Monroe.....	Direct Cost.....	92.96	26,596	18,520.36	199.23	39.99	2,582.10	16,487.49	8,286.13	45,836.09	
	Undistributed Cost*									17,187.15	
	Total.....									62,973.24	1,317,900.87
Okcechobee.....	Direct Cost.....	77.76	8,196	5,505.30	70.80	2,297.30		4,001.12	3,079.72	14,883.44	
	Undistributed Cost*									5,559.55	
	Total.....									20,442.99	817,375.79
Palm Beach.....	Direct Cost.....	259.63	15,612	34,025.73	131.05	25,725.33		14,145.68	21,883.97	95,780.71	
	Undistributed Cost*									25,721.41	
	Total.....									121,502.12	2,889,244.87
St. Lucie.....	Direct Cost.....	90.81	6,419	10,348.27	113.94	5,925.31	14.35		5,257.78	21,545.71	
	Undistributed Cost*									11,484.89	
	Total.....									33,030.60	765,325.95
Division Totals...	Direct Cost.....	1,181.02	99,115	\$ 118,147.92	\$ 100.04	\$ 62,889.22	\$ 3,200.30	\$ 75,684.70	\$ 87,131.14	347,053.28	
	Undistributed Cost*									130,895.14	
	Total.....									\$ 477,948.42	\$ 11,881,336.44

* For explanation of Undistributed Cost see footnote at the end of this schedule.
NOTE: Figures in **Boldface** indicate credits.

FIFTH DIVISION

Brevard.....	Direct Cost.....	220.33	22,752	\$ 30,040.06	\$ 136.34	\$ 18,585.63	\$ 20,030.42	\$ 3,883.81	\$ 9,541.59	\$ 82,081.51	
	Undistributed Cost*									31,281.11	
	Total.....									113,362.62	1,977,607.60
Citrus.....	Direct Cost.....	90.39	1,421	3,408.13	37.70	180.57	1,058.72	371.76	1,025.16	6,044.34	
	Undistributed Cost*									3,987.82	
	Total.....									10,032.16	360,994.76
Flagler.....	Direct Cost.....	75.46	2,117	6,478.33	85.85	3,028.36	242.52	18,131.47	1,656.02	29,636.70	
	Undistributed Cost*									5,490.65	
	Total.....									35,027.35	513,662.43
Lake.....	Direct Cost.....	282.69	11,922	17,334.19	61.32	8,162.51	4,979.87	36,552.41	7,808.20	74,837.18	
	Undistributed Cost*									21,738.18	
	Total.....									96,575.36	1,025,180.81
Marion.....	Direct Cost.....	277.30	1,611	12,333.38	44.48	166.54	4,040.29		2,431.09	18,971.30	
	Undistributed Cost*									15,947.40	
	Total.....									34,918.70	1,508,145.91
Orange.....	Direct Cost.....	156.86	2,233	10,177.67	64.88	5,807.60	2,155.25	4,126.61	1,243.93	23,511.06	
	Undistributed Cost*									11,158.58	
	Total.....									34,669.64	805,966.60

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1944
FIFTH DIVISION (Continued)

MAINTENANCE

COUNTY		ROAD MILES	BRIDGE FEET	ROADS COST	COST PER MILE	BRIDGES COST	FREEZE & STORM DAMAGE	FEDERAL & PERIODIC MAINTENANCE	TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1944	TOTAL COST ALL MAINTENANCE TO DATE
Osceola	Direct Cost	123.37	6,676	\$ 6,552.73	\$ 53.11	\$ 532.53	\$ 55.25	\$.	\$ 1,423.22	\$ 8,563.73	\$.
	Undistributed Cost*									12,787.38	
	Total									21,221.11	776,076.12
Putnam	Direct Cost	106.21	4,957	7,678.62	72.29	3,788.62	421.01	58,921.42	5,771.25	76,580.92	
	Undistributed Cost*									13,584.09	
	Total									90,165.01	1,436,405.87
Seminole	Direct Cost	83.96	2,300	4,805.65	57.24	1,522.92	819.65	28,557.16	3,926.93	39,632.31	
	Undistributed Cost*									10,733.49	
	Total									50,365.80	634,605.85
St. Johns	Direct Cost	169.67	27,207	13,259.62	78.15	21,644.73	13,900.81	21,063.94	14,882.93	84,752.03	
	Undistributed Cost*									29,327.84	
	Total									114,079.87	1,790,583.82
Sumter	Direct Cost	98.85	2,001	7,577.05	76.65	1,875.58	616.20	2,208.16	412.75	12,689.74	
	Undistributed Cost*									3,747.84	
	Total									16,437.58	724,655.94
Volusia	Direct Cost	204.22	10,182	31,081.84	152.20	26,891.19	4,257.31	9,521.28	12,140.89	83,892.51	
	Undistributed Cost*									36,856.29	
	Total									120,748.80	1,395,974.25
Division Totals	Direct Cost	1,889.31	95,379	\$ 150,727.27	\$ 79.78	\$ 92,186.78	\$ 52,577.30	\$ 183,338.02	\$ 62,263.96	541,063.33	
	Undistributed Cost*									196,610.67	
	Total									\$ 737,704.00	\$ 12,949,859.96

* For explanation of Undistributed Cost see footnote at the end of this schedule.

SUMMARY

First Division	Direct Cost	1,655.88	102,055	\$ 114,210.05	\$ 68.97	\$ 42,146.97	\$ 19,717.34	\$ 166,523.96	\$ 56,020.42	\$ 398,618.74	\$.
	Undistributed Cost*									152,265.72	
	Total									550,884.46	10,084,201.73
Second Division	Direct Cost	1,691.58	59,208	123,621.27	73.08	22,900.76	18,342.33	138,724.71	56,540.56	360,129.63	
	Undistributed Cost*									171,226.77	
	Total									531,356.40	9,495,155.36

Third Division.....	Direct Cost.....	1,870.70	176,852	175,499.34	93.81	87,359.51	12,762.16	358,190.54	54,019.30	687,830.85	
	Undistributed Cost*									212,045.30	
	Total.....									899,876.15	13,657,091.62
Fourth Division....	Direct Cost.....	1,181.02	99,115	118,147.92	100.04	62,889.22	3,200.30	75,684.70	87,131.14	347,053.28	
	Undistributed Cost*									130,895.14	
	Total.....									477,948.42	11,881,336.44
Fifth Division.....	Direct Cost.....	1,889.31	95,379	150,727.27	79.78	92,186.78	52,577.30	183,338.02	62,263.96	541,093.33	
	Undistributed Cost*									196,610.67	
	Total.....									737,704.00	12,949,859.96
Grand Totals.....	Direct Cost.....	8,288.49	532,609	\$ 682,205.85	\$ 82.31	\$ 307,483.24	\$ 106,599.43	\$ 922,461.93	\$ 315,975.38	2,334,725.83	
	Undistributed Cost*									863,043.00	
	Total.....									\$ 3,197,769.43	\$ 58,067,645.11

NOTE: The amounts shown as Undistributed Cost are off-highway and overhead costs which have not been distributed to surface types due to the limited time between the date the 1944 records became available and the date the above statement was required. These Undistributed Costs will be distributed to the respective surface types during 1945 and will be so reflected in the records of the Department.

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION**

**SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1943
DECEMBER 31, 1943**

Type of Construction	First Division Routine Maintenance Only			Second Division Routine Maintenance Only			Third Division Routine Maintenance Only			Fourth Division Routine Maintenance Only			Fifth Division Routine Maintenance Only			Summary—All Divisions Routine Maintenance Only		
	Length	Cost for 1943	Cost Per Unit	Length	Cost for 1943	Cost Per Unit	Length	Cost for 1943	Cost Per Unit	Length	Cost for 1943	Cost Per Unit	Length	Cost for 1943	Cost Per Unit	Length	Cost for 1943	Cost Per Unit
FEDERAL HIGHWAYS—																		
Graded Unsurfaced.....	14.22	\$ 235.66	\$ 16.57		\$	\$	1.02	\$ 4.20	\$ 4.12	.94	\$ 4.20	\$ 4.47	16.19	\$ 1,330.00	\$ 82.15	32.37	\$ 1,574.06	\$ 48.62
Surface Treated, Non Rigid Base.....	48.79	5,168.20	105.93	183.66	21,948.92	119.51	107.26	5,440.40	50.72	74.19	9,442.53	127.27	180.22	36,344.62	201.67	594.12	78,344.67	131.87
Surface Treated, Rigid Base.....	1.05	15.47	14.73													1.05	15.47	14.73
S.B.R.M. and Retreads.....	8.13	29.74	3.66	35.97	5,516.05	153.35	123.82	7,179.00	57.98	16.94	255.12	15.06	32.46	3,874.18	119.35	217.32	16,854.09	77.55
Cement Concrete.....	114.80	16,896.55	147.18	110.90	24,191.74	218.14	97.87	28,859.61	294.87	54.60	15,185.59	278.12	65.75	11,098.30	159.12	447.92	96,231.79	214.84
Dual and Combination Type.....	10.55	2.33	.22	20.56			5.40	1,819.87	337.01	7.71	476.56	61.81	37.83	1,282.18	33.89	82.09	3,580.95	43.62
Miscellaneous.....	11.54	5,029.01	435.79	40.68	1,703.05	41.86				13.27	828.50	62.43	55.97	10,770.51	192.43	121.46	18,331.07	150.92
Total (Miles).....	209.12	\$27,376.96	\$ 130.92	391.77	\$53,359.76	\$ 136.20	335.37	\$43,303.08	\$129.12	167.65	\$26,192.50	\$156.23	392.42	\$64,699.79	\$164.87	1,496.33	\$214,932.09	\$143.69
FEDERAL BRIDGES—																		
Timber.....	79.00	\$ 12.63	\$.16	1,483.00	\$ 41.51	\$.028	11,466.00	\$23,302.21	\$ 2.032	323.00	\$	\$	264.00	\$ 728.86	\$ 2.761	13,615.00	\$ 24,085.21	\$ 1.769
Steel.....	187.00	1,019.29	.55	730.00	402.58	.551	880.00	101.44	.115	346.00	1,120.41	3.238	593.00	221.86	.374	2,736.00	2,865.58	1.047
Concrete.....	7,725.00	546.88		7,454.00	1,394.10	.187	2,813.00	1,669.70	.593	6,070.00	113.06	.019	6,785.00	675.50	.100	30,847.00	3,305.48	.107
Timber-Steel.....							30.00									30.00		
Timber-Concrete.....							106.00									106.00		
Steel-Concrete.....	2,255.00			6,843.00	4,409.70	.644	8,330.00	467.47	.050	1,470.00	16.14	.011	2,084.00	566.54	.272	20,682.00	5,459.85	.260
Timber-Steel-Concrete.....	1,354.00			731.00	347.54	.475	9,968.00	21,086.55	2.175	2,016.00	1,586.22	.787	1,047.00			15,116.00	23,620.31	1.562
Totals (Feet).....	11,600.00	\$ 485.04	\$.042	17,241.00	\$ 6,595.43	\$.382	33,593.00	\$47,227.37	\$ 1.405	10,225.00	\$ 2,835.83	\$.277	10,773.00	\$ 2,192.76	\$.203	83,432.00	\$ 59,336.43	\$.711
STATE HIGHWAYS—																		
Graded Unsurfaced.....	117.22	\$17,821.22	\$ 152.03	156.07	\$12,055.60	\$ 77.24	169.62	\$45,955.21	\$270.93	76.39	\$ 5,561.45	\$125.16	39.71	\$ 3,584.22	\$ 90.25	559.01	\$ 88,977.70	\$156.17
Surface Treated, Non Rigid Base.....	805.05	109,787.44	136.37	783.18	142,358.46	181.77	869.16	131,614.97	151.43	692.63	133,835.42	193.23	961.64	157,350.08	163.63	4,111.66	674,946.37	164.15
Surface Treated, Rigid Base.....	109.30	18,494.87	169.21										8.58	680.25	79.28	117.88	19,175.12	162.66
S.B.R.M. and Retreads.....	102.79	12,533.23	121.93	215.25	44,372.37	206.14	301.05	40,936.89	135.98	135.07	13,337.00	98.74	160.04	21,959.37	137.21	914.20	133,138.86	145.63
Cement Concrete.....	22.66	3,921.42	170.79	69.22	13,211.83	190.87	127.42	26,884.13	210.99	45.28	5,408.45	207.78	30.27	5,943.59	190.36	295.15	56,369.82	115.13
Dual and Combination Type.....	16.41	1,416.00	86.29	2.79	636.99	228.31	1.60			1.47			122.14	8,824.04	72.25	144.41	10,877.03	75.32
Miscellaneous.....	207.33	28,960.51	139.42	46.45	1,765.14	38.00	5.40	229.48	42.49	59.44	6,900.60	116.09	143.26	24,551.86	171.38	461.88	62,407.59	135.12
Roads, Streets, Bridges not State Owned.....		6,255.41			1,142.67			13,855.41			2,651.22			7,817.71			31,722.42	
Totals (Miles).....	1,381.06	\$199,190.10	\$ 144.23	1,272.96	\$215,543.06	\$ 169.32	1,474.25	\$259,476.09	\$176.01	1,010.28	\$175,694.14	\$173.91	1,465.64	\$230,711.52	\$157.41	6,604.19	\$1,080,614.91	\$163.62

STATE BRIDGES—																		
Timber.....	25,049.00	\$27,081.92	\$ 1.081	14,347.00	\$13,765.11	\$.951	47,043.00	\$87,612.35	\$ 1.862	70,784.00	\$42,238.95	\$.596	60,752.00	\$43,288.25	\$.712	217,975.00	\$213,586.58	\$.982
Steel.....	2,294.00	1,504.71	.655	1,248.00	7,695.78	.616	2,234.00	67,889.15	30.389	4,303.00	17,105.52	3.975	3,178.00	34,489.27	10.852	13,257.00	128,685.43	9.707
Concrete.....	24,412.00	1,641.10	.067	12,872.00	1,515.13	.117	9,890.00	728.21	.073	8,104.00	6,012.78	.742	5,611.00	6,725.22	1.137	61,189.00	16,622.44	.272
Timber-Steel.....	359.00	50.60	.140	77.00	134.88	1.751	525.00	2,214.36	4.217	112.00	603.37	5.387	154.00	679.54	4.412	1,227.00	3,682.75	3.001
Timber-Concrete.....	5,847.00	1,517.22	.276	606.00	.....	.....	320.00	.....	.....	3,475.00	34.18	.010	.....	.....	.....	10,248.00	1,651.40	.151
Steel-Concrete.....	3,428.00	329.60	.096	4,908.00	5,076.03	1.034	19,828.00	464.22	.023	7,499.00	14,160.67	1.888	4,725.00	602.54	.127	40,388.00	20,633.06	.511
Timber-Steel-Concrete.....	5,185.00	872.64	.168	3,514.00	1,247.04	.354	40,516.00	5,218.14	.....	7,630.00	321.67	.042	3,117.00	554.80	.....	59,962.00	3,331.59	.....
Totals (Feet).....	66,574.00	\$32,597.79	\$.495	37,572.00	\$29,433.97	\$.783	120,356.00	\$153,690.15	\$ 1.276	101,907.00	\$80,478.14	\$.790	77,837.00	\$85,230.02	\$ 1.065	404,246.00	\$381,830.07	\$.944
SUMMARY—																		
Highways—Miles.....	1,590.18	\$226,567.06	\$ 142.48	1,664.73	\$268,902.82	\$ 161.529	1,809.62	\$302,779.17	\$167.32	1,177.93	\$201,886.64	\$171.39	1,858.06	\$295,411.31	\$15.899	8,100.52	\$1,295,547.00	\$159.93
Bridges—Feet.....	78,174.00	33,482.83	.428	54,813.00	36,029.40	.657	153,949.00	200,917.52	1.305	112,132.00	83,313.97	.743	88,610.00	87,422.78	.986	487,678.00	441,166.50	.905
Bridges—Lease and Operation.....	19,848.29	.....	.....	26,055.79	.....	.....	45,095.24	.....	.....	76,849.96	.....	.....	30,982.65	.....	.....	198,631.93	.....	.....
Periodic Maintenance.....	103,436.44	.....	.....	133,305.40	.....	.....	194,641.98	.....	.....	108,254.07	.....	.....	195,329.33	.....	.....	734,967.22	.....	.....
Traffic and Accident Prevention.....	40,467.37	.....	.....	38,127.74	.....	.....	37,164.45	.....	.....	48,020.19	.....	.....	46,064.79	.....	.....	209,844.54	.....	.....
Freeze and Storm Damage.....	1,199.86	.....	.....	491.89	.....	.....	13,789.46	.....	.....	389.83	.....	.....	6,895.57	.....	.....	22,766.61	.....	.....
Total Cost of All Maintenance (Miles).....	1,590.18	\$425,001.85	\$267.266	1,664.73	\$502,913.04	\$ 302.098	1,809.62	\$794,387.82	\$438.98	1,177.93	\$518,714.66	\$440.36	1,858.06	\$662,106.43	\$356.343	8,100.52	\$2,903,123.80	\$358.387

NOTE: Figures in **bold face** indicate credits

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1944
DECEMBER 31, 1944

	First Division Routine Maintenance Only				Second Division Routine Maintenance Only			Third Division Routine Maintenance Only			Fourth Division Routine Maintenance Only			Fifth Division Routine Maintenance Only			Summary—All Divisions Routine Maintenance Only		
	S.G. No	Length	Cost for 1944	Cost Per Unit	Length	Cost for 1944	Cost Per Unit	Length	Cost for 1944	Cost Per Unit	Length	Cost for 1944	Cost Per Unit	Length	Cost for 1944	Cost Per Unit	Length	Cost for 1944	Cost Per Unit
HIGHWAYS—																			
Graded Unsurfaced.....	1	131.43	\$29,302.83	\$222.95	132.44	\$ 9,172.16	\$ 69.26	163.32	\$16,668.83	\$116.15	82.82	\$ 3,120.19	\$ 37.67	43.12	\$ 2,751.21	\$ 63.80	553.13	\$ 61,315.22	\$110.85
Surface Treated Non Rigid Base.....	2	886.11	46,846.97	55.63	934.62	73,896.03	79.16	1,008.07	85,112.60	84.68	754.44	68,163.20	90.35	1,149.70	88,566.76	77.03	4,749.94	365,675.56	77.15
Surface Treated, Rigid Base.....	3	60.83	4,750.01	78.09	1.00				341.10		63			37.67	760.54	20.19	100.13	5,851.65	58.44
S.B.R.M. and Retreads.....	4	200.04	4,212.99	21.06	344.94	17,168.20	49.77	456.32	32,234.97	70.64	158.78	5,359.85	33.76	252.69	19,982.53	79.08	1,412.77	78,958.54	55.89
Cement Concrete.....	5	141.40	9,201.30	65.07	187.04	15,745.29	86.97	229.95	25,518.12	110.97	96.76	14,118.82	145.92	133.65	12,892.66	96.46	788.80	77,476.19	98.22
Dual and Combination Type.....	6	25.95	1,025.19	39.51	14.48	729.98	50.41	10.72	659.88	61.55	13.48	312.63	23.19	81.09	10,974.29	135.33	145.72	13,701.97	94.03
Miscellaneous.....	7	200.12	15,335.03	76.63	77.06	2,162.98	28.07	5.32	120.50	22.65	74.11	3,073.87	41.48	191.39	14,384.04	75.15	548.00	35,076.42	64.01
Roads and Streets—																			
Not State Owned.....	21		535.73			4,656.63			14,543.34			23,999.36			415.24			44,150.30	
Totals (miles).....		1,655.88	\$114,210.05	\$ 68.97	1,691.58	\$123,621.27	\$ 73.08	1,870.70	\$175,499.34	\$ 93.81	1,181.02	\$118,147.92	\$100.04	1,889.31	\$150,727.27	\$ 76.78	8,288.46	\$682,205.85	\$ 82.31
BRIDGES—																			
Timber.....	10	30,021.00	\$31,375.78	\$ 1,045	20,135.00	\$17,644.72	\$.876	60,031.00	\$96,728.88	\$ 1,611	36,666.00	\$35,837.42	\$.969	61,667.00	\$52,121.37	\$.842	209,020.00	\$233,708.17	\$ 1,118
Steel.....	11	2,690.00	2,588.77	.962	2,169.00	6,383.29	2.943	3,210.00	5,832.87	1.817	5,444.00	13,711.35	2.519	4,144.00	31,500.94	7.601	17,657.00	60,017.22	3.339
Concrete.....	12	47,500.00	2,670.86	.056	19,930.00	869.61	.044	14,201.00	646.93	.046	34,307.00	2,903.27	.085	13,401.00	3,937.03	.029	129,336.00	11,027.70	.085
Timber—Steel.....	13	501.00	481.78	.962	165.00	6,094.69		555.00	61.06		80.00	106.74	1.334	2,122.00	2,062.98	.972	3,423.00	3,524.25	
Timber—Concrete.....	14	9,377.00	9.38		766.00			4,319.00			3,042.00	790.63	.201		18,404.00		800.01		.043
Steel—Concrete.....	15	6,146.00	2,276.32	.370	11,570.00	3,257.86	.028	44,010.00	3,938.35	.089	8,346.00	9,801.50	1.174	9,323.00	2,575.14	.276	79,395.00	21,849.17	.275
Timber—Steel—Concrete.....	16	5,820.00	2,126.54	.365	4,473.00	134.67	.019	50,526.00	19,758.16		10,030.00	220.03		4,522.00	18.02	.003	75,371.00	16,999.06	
Bridges—Not State Owned.....	21		617.14			5.00			52.00			41.66			28.70			604.28	
Totals (Feet).....		102,055.00	\$42,146.97	\$.413	55,208.00	\$22,600.76	\$.387	176,852.00	\$87,359.51	\$.494	99,115.00	\$62,889.22	\$.635	95,379.00	\$92,186.78	\$.966	532,609.00	\$307,483.24	\$.577
SUMMARY—																			
Highways—Miles.....		1,655.88	\$114,210.05	\$ 68.97	1,691.58	\$123,621.27	\$ 73.08	1,870.70	\$175,499.34	\$ 93.81	1,181.02	\$118,147.92	\$100.04	1,889.31	\$150,727.27	\$ 76.78	8,288.46	\$682,205.85	\$ 82.31
Bridges—Miles.....		19.32	42,146.97	2,111.18	11.21	22,600.76	2,042.89	33.49	87,359.51	2,608.60	18.77	62,889.22	3,349.80	18.07	92,186.78	5,102.78	100.86	307,483.24	3,048.55
Bridges—Lease and Operation.....			32,382.96			34,281.87			35,862.69			70,734.27			44,709.69			217,571.48	
Federal & Periodic Maintenance.....			166,523.96			138,724.71			358,190.54			75,684.70			183,338.02			922,461.93	
Traffic & Accident Prevention.....			23,637.46			22,258.69			18,156.61			16,396.67			17,554.27			58,003.90	
Freeze and Storm Damage.....			19,717.34			18,342.33			12,762.16			3,200.30			52,577.30			106,599.43	
Direct Cost.....			398,618.74			360,129.63			687,830.85			347,083.28			541,093.33			2,334,725.83	
Undistributed Cost.....			152,265.72			171,226.77			212,045.30			130,895.14			196,610.67			863,043.60	
Total Cost of All Main- tenance (Miles).....		1,675.20	\$550,884.46	\$328.85	1,702.79	\$531,356.40	\$312.05	1,904.19	\$599,876.15	\$472.58	1,199.79	\$477,948.42	\$398.36	1,907.38	\$737,704.00	\$386.76	8,389.35	\$3,197,769.43	\$381.17

NOTE Figures in **Boldface** indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA

GENERAL ACCOUNTING DIVISION

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1, TO DECEMBER 31, 1943

Camp No.	Location	Average Number Convicts	Building Maintenance	Building Depreciation	Equipment Operation	Food	Salaries	Clothing and Supplies	Hospital and Drugs	Rewards and Discharges	Overhead Cost Distribution	Utility Service	Laundry, Cleaning Supplies, Disinfectants	Furniture and Fixtures	Miscellaneous Expenses	Cost for Period	Productive Labor Hours	Cost Per Hour
8501	Noma	25	\$ 22.15	\$ 518.67	\$ 2,044.11	\$ 4,562.36	\$ 5,915.05	\$ 751.93	\$ 203.91	\$ 125.00	\$ 343.51	\$ 180.00	\$ 196.45	\$ 11.93	\$ 227.32	\$15,102.39	73,660	\$.2050
8502	Zephyrhills	31	38.15	774.38	1,392.98	6,654.58	7,960.58	983.78	56.65	50.00	428.47	423.33	153.83	10.85	266.72	19,194.30	73,873	.2598
8503	Indiantown	28	13.94	1,043.48	2,134.57	5,458.78	6,872.16	628.35	91.54	50.00	388.59	229.05	327.11	20.50	31.36	17,224.71	72,470	.2377
8504	East Palatka	30	78.26	601.32	1,505.33	5,085.05	6,848.06	732.77	116.12	50.00	427.71	431.34	232.48	72.65	199.02	16,380.11	81,100	.2020
8505	Marianna	29	15.30	658.92	912.42	5,176.83	6,936.54	682.84	64.14	.....	403.98	446.74	202.18	244.01	238.51	15,982.41	81,236	.1967
8507	Live Oak	35	18.41	1,273.55	1,234.34	6,574.45	7,404.43	794.31	156.28	50.00	500.76	368.25	279.53	54.94	272.08	18,427.17	79,130	.2329
8508	Ocala	29	11.57	600.28	1,201.24	6,019.86	8,119.23	736.51	176.11	150.00	401.65	413.45	205.37	40.35	105.97	18,181.59	71,134	.2556
8509	Alachua(1)	42	6.22	43.27	10.21	851.76	1,169.90	40.87	23.60	25.00	40.39	76.51	43.75	2,447.55	96.65	233.14	8,470	.....
8510	Fort Myers	33	70.07	2,130.00	993.85	6,653.15	6,595.56	1,050.97	204.13	25.00	449.95	441.78	436.33	79.91	174.41	19,305.51	79,927	.2415
8512	Jay	26	.....	1,449.97	2,249.43	5,838.17	6,947.65	597.57	90.32	.....	360.56	190.28	155.18	18.10	121.24	17,775.99	62,660	.2837
8516	Lake City	36	35.48	838.43	1,236.86	5,716.78	7,739.11	659.21	187.78	25.00	507.29	785.74	297.37	20.60	105.96	18,155.61	87,262	.2081
8526	Homestead	23	24.99	2,086.35	1,154.39	5,967.90	5,523.52	624.17	98.87	50.00	318.78	266.42	311.56	46.35	309.26	16,782.56	57,600	.2914
8528	Gainesville	29	38.34	625.23	1,041.95	4,865.97	6,467.53	865.84	130.11	25.00	399.09	729.21	305.27	541.58	70.10	15,965.02	75,598	.2112
8530	Callahan	36	19.00	897.07	1,061.41	5,097.74	7,325.12	964.82	83.03	150.00	503.99	524.11	247.11	1,156.87	513.35	19,143.62	89,394	.2141
8532	DeFuniak Springs	35	10.31	774.05	1,117.00	7,262.11	7,224.44	1,327.86	318.32	.....	500.23	425.15	200.61	30.15	224.59	19,425.02	96,415	.2015
8533	Dade City(2)	36	11.95	2,117.59	2,049.34	5,838.67	6,268.26	190.34	130.23	50.00	358.89	169.60	172.53	25.60	349.81	17,732.81	59,130	.2999
8534	Oviedo	26	57.60	584.76	1,434.04	4,969.73	6,247.25	737.21	42.55	.....	365.64	584.39	182.91	12.90	609.93	15,828.91	69,930	.2264
8535	Floral City	26	28.54	683.19	1,653.69	6,479.53	7,047.22	624.99	140.69	.....	368.99	379.60	241.55	13.80	386.81	18,048.60	64,970	.2778
8536	Perry	35	96.06	882.27	1,252.15	6,948.98	7,258.99	1,028.09	398.85	50.00	496.25	386.48	452.34	30.07	254.60	19,025.93	82,475	.2307
8537	Panama City	27	65.30	615.14	1,273.71	5,784.28	6,660.81	675.88	133.41	.....	370.32	364.98	265.62	9.53	14.46	16,204.52	67,851	.2388
8538	Tallahassee	28	17.58	828.04	1,118.00	4,938.69	7,261.51	520.33	272.12	25.00	388.43	612.85	281.35	21.35	42.36	16,328.21	80,130	.2039
8539	Cocoa	28	20.55	552.91	1,546.23	5,780.25	6,195.14	672.31	186.07	25.00	388.68	659.98	342.28	19.40	184.60	16,573.40	71,948	.2304
8540	Bronson	27	11.88	599.54	672.12	5,062.19	6,263.76	592.48	94.87	.....	372.27	503.94	199.28	72.73	248.77	14,693.83	71,230	.2063
8541	Lake Wales	45	39.70	1,039.80	1,600.10	7,666.45	8,332.67	900.93	253.25	150.00	650.37	131.25	245.77	18.70	55.95	20,973.04	113,390	.1850
8543	Bartow	28	20.29	477.69	710.28	5,681.47	5,665.48	767.98	173.72	50.00	387.09	550.12	389.72	.70	207.30	15,081.84	69,330	.2175
8544	Arcadia	36	3.45	849.25	1,045.79	6,662.63	7,661.64	838.91	62.72	50.00	495.63	619.52	254.75	21.95	44.76	18,611.00	91,690	.2030
8545	DeLand	31	2.00	644.17	1,293.79	5,379.55	6,810.20	748.65	105.05	25.00	439.77	251.37	227.82	21.50	123.00	16,071.57	78,480	.2048
8541	Pensacola	27	14.88	670.15	1,313.67	5,686.38	5,926.86	325.78	116.46	.....	378.30	273.38	119.91	80.00	13.37	14,892.40	67,195	.2216
8547	St. Augustine	26	10.30	658.20	1,406.27	6,048.78	6,224.91	642.45	103.61	25.00	365.39	423.24	350.54	13.15	263.15	16,534.99	66,090	.2502
8548	Tavares	27	30.55	904.87	1,472.63	5,989.37	7,440.62	697.08	99.40	50.00	389.82	295.26	281.04	.....	160.35	17,820.99	67,600	.2636
8549	For. Lauderdale	25	9.91	675.81	881.84	5,527.55	6,187.26	624.18	94.10	50.00	352.76	486.23	132.07	23.25	252.44	15,297.40	62,370	.2453
8550	Fort Pierce	29	67.91	886.40	1,516.13	5,669.00	7,302.47	889.24	144.57	.....	402.89	463.16	147.00	.....	235.01	17,723.78	71,770	.2470
	Totals	974	\$ 919.64	\$27,985.35	\$41,520.65	\$182,498.99	\$213,804.33	\$22,918.63	\$ 4,552.58	\$ 1,325.00	\$12,944.44	\$13,086.71	\$ 7,880.31	\$ 285.87	\$ 4,533.59	\$34,256.09	2,345,508	\$.2278

(1) Discontinued January 28, 1943.

(2) Discontinued September 30, 1943.

NOTE: Figures in **Boldface** indicate credits.

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION**

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1, TO DECEMBER 31, 1944

Camp No.	Location	Average Number Convicts	Building Maintenance	Building Depreciation	Equipment Operation	Food	Salaries	Clothing and Supplies	Hospital and Drugs	Rewards and Discharges	Overhead Cost Distribution	Utility Service	Laundry, Cleaning Supplies, Disinfectants	Furniture and Fixtures	Miscellaneous Expense	Cost for Period	Productive Labor Hours	Cost Per Hour
8501	Noma.....	21	\$ 27.77	\$ 651.24	\$ 1,882.63	\$ 5,358.23	\$ 6,184.57	\$ 847.00	\$ 230.23	\$	\$ 454.18	\$ 150.50	\$ 203.59	\$ 129.55	\$ 534.84	\$16,654.73	65,300	\$.2550
8502	Zephyrhills.....	22	140.54	1,216.56	1,529.03	6,022.82	7,006.13	642.58	49.13	75.00	452.06	580.46	237.90	61.30	1,127.97	19,150.48	48,350	.3961
8503	Indiantown.....	23	11.01	1,546.92	1,573.26	4,966.81	6,641.33	546.65	132.02	.....	487.90	245.70	224.90	48.50	204.09	16,629.09	59,140	.2812
8504	E. Palatka.....	25	95.51	1,031.16	564.40	6,167.80	7,299.69	811.50	36.19	50.00	520.32	493.48	227.53	80.07	701.41	18,113.46	68,137	.2658
8505	Marianna.....	23	46.11	1,012.38	963.66	6,702.21	6,666.06	812.83	83.73	50.00	468.21	415.76	256.45	36.60	423.68	17,940.71	56,942	.3151
8507	Live Oak.....	36	61.99	1,754.46	992.70	7,821.87	7,939.20	904.03	203.38	69.20	766.05	622.48	209.82	45.30	444.69	21,835.17	83,290	.2622
8508	Ocala.....	24	100.57	1,005.92	877.13	6,020.42	7,693.95	658.91	49.04	75.00	462.10	484.13	137.60	50.00	341.51	17,785.14	57,797	.3077
8510	Ft. Myers.....	32	34.06	2,357.22	967.52	8,705.37	7,457.43	1,132.93	389.59	50.00	675.13	499.09	394.85	53.50	468.91	23,245.60	83,990	.2768
8512	Jay.....	23	114.40	1,976.10	2,022.72	5,711.42	6,721.70	972.93	132.39	.....	483.83	190.78	222.97	163.20	473.00	19,185.44	56,655	.3386
8516	Lake City.....	30	38.53	1,298.84	959.23	5,442.49	8,084.19	859.84	90.76	75.00	625.09	741.16	230.05	135.46	328.09	18,909.13	69,460	.2722
8526	Homestead.....	19	39.07	2,780.40	1,314.25	4,844.63	5,774.73	743.06	99.43	25.00	403.34	316.05	158.70	40.80	455.89	16,995.35	46,230	.3676
8528	Gainesville.....	22	159.67	986.82	135.68	5,667.48	7,455.35	832.59	222.97	125.00	457.31	676.63	313.60	37.15	371.80	18,242.35	52,512	.3474
8530	Callahan.....	30	136.81	1,331.28	1,336.17	6,795.47	7,899.30	826.08	102.38	350.00	624.09	790.91	368.02	87.00	302.89	20,950.40	75,399	.2779
8532	DeFuniak Springs.....	35	31.29	1,197.00	1,292.59	7,521.50	7,667.43	1,314.39	161.72	.....	739.30	364.69	272.00	59.49	350.49	20,071.89	95,760	.2100
8533	Dade City*.....	.....	.....	.....	143.94	71.25	762.99	.....	.....	25.00	.....	.....	.....	.....	10.86	992.32	.....	.....
8534	Oviedo.....	24	56.78	947.17	942.18	5,761.66	6,806.30	886.46	95.70	.....	506.05	530.82	136.45	31.50	440.23	17,141.00	64,580	.2654
8535	Floral City.....	34	87.71	1,046.04	1,981.03	8,117.68	7,945.42	1,065.67	130.90	84.20	716.60	408.24	216.05	60.37	353.75	22,226.66	86,760	.2562
8536	Perry.....	30	70.46	1,359.84	1,402.95	7,411.64	8,224.78	1,135.86	156.96	.....	713.58	612.77	548.75	54.35	594.21	22,286.05	75,555	.2934
8537	Panama City.....	23	173.32	964.92	1,243.86	5,111.21	6,838.62	902.59	154.66	.....	475.76	439.14	162.05	118.50	337.56	16,922.19	57,590	.2938
8538	Tallahassee.....	24	127.58	1,230.72	1,029.39	4,463.33	7,690.31	666.97	147.12	25.00	504.65	639.75	191.75	50.81	198.72	16,966.10	63,568	.2669
8539	Cocoa.....	24	56.76	1,173.70	1,140.51	6,398.82	6,005.79	921.03	164.96	25.00	512.13	583.13	262.95	50.12	868.34	18,166.27	64,300	.2825
8540	Bronson.....	22	66.58	1,063.72	633.49	3,961.41	7,041.50	628.75	93.10	.....	466.12	568.30	155.38	61.30	320.76	15,060.41	58,752	.2563
8541	Lake Wales.....	47	11.90	1,943.97	2,199.70	11,625.77	6,631.51	1,401.40	330.36	125.00	956.57	187.50	676.35	62.20	469.91	27,225.17	119,120	.2286
8543	Bartow.....	23	135.30	790.36	990.34	6,219.07	7,109.55	819.03	150.42	125.00	507.12	535.27	181.65	52.76	387.71	18,003.58	60,695	.2966
8544	Arcadia.....	32	81.51	1,357.80	1,300.42	7,668.27	6,163.47	1,075.42	149.00	178.00	669.43	603.57	265.39	64.50	446.61	20,053.39	80,580	.2489
8545	DeLand.....	23	91.76	1,067.81	1,172.10	4,712.35	6,308.26	659.29	77.25	.....	464.44	216.84	187.15	35.30	403.84	15,396.39	50,850	.3028
8546	Pensacola.....	21	102.53	1,163.03	1,117.55	5,844.72	6,957.49	840.19	33.61	.....	446.77	338.19	214.50	59.25	478.35	17,596.18	50,315	.3497
8547	St. Augustine.....	27	34.08	1,023.08	1,400.81	6,730.04	6,400.67	1,180.04	87.55	75.00	573.09	399.20	449.14	80.85	411.24	18,844.89	67,340	.2798
8548	Tavares.....	26	37.97	1,893.20	1,147.83	6,829.85	8,000.07	704.57	91.13	75.00	530.38	284.03	203.22	44.35	410.17	19,751.77	63,310	.3120
8549	Ft. Lauderdale.....	21	38.15	1,016.76	1,200.53	7,152.53	6,722.29	791.08	177.25	100.00	441.64	549.86	230.85	69.95	466.07	18,956.97	52,690	.3598
8550	Ft. Pierce.....	25	86.07	1,342.98	1,089.57	5,232.06	6,211.98	1,112.02	87.12	25.00	523.08	326.89	190.40	75.10	478.65	16,780.92	62,450	.2687
Totals.....		794	\$ 2,121.48	\$39,031.40	\$37,407.20	\$191,360.18	\$212,645.36	\$26,695.69	\$ 4,110.09	\$ 1,806.40	\$16,656.32	\$13,795.02	\$ 7,766.31	\$ 1,999.13	\$13,584.62	\$568,979.20	1,997,817	\$.2848

* Discontinued September 30, 1943.

NOTE Figures in bold face indicate credits.

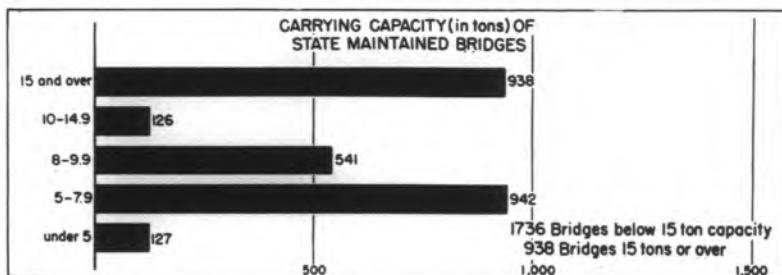
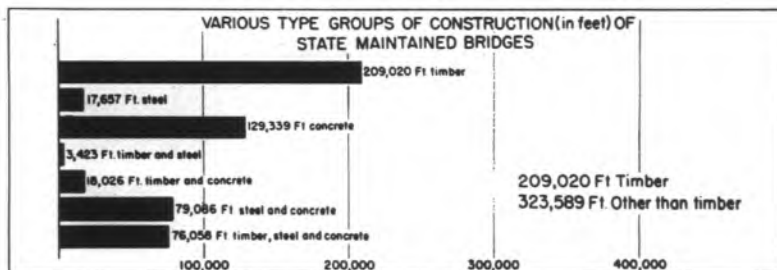
**CLEARANCE LIMITATIONS OF STRUCTURES ON
THE STATE MAINTAINED SYSTEM, DECEMBER 31, 1944**

COUNTY	ROAD NUMBER		Section Number	Bridge Number	Rural Urban	CLEARANCE					
	U.S.	State				Stream (if Navigable)	ROADWAY				
							Vertical		Horizontal		
						Ft.	In.	Ft.	In.	Ft.	In.
Alachua	441	2	2601	3	U			15		24	
Bay	98	10	4609	4	R	58		13	5	11	
Bay		10	4602	12	R	78		15		21	
Bay	98	10	4602	19	R	104		15		21	
Bay		52	4606	40	R	36		23		16	
Brevard	192	24	7005	36	R	56		12		17	
Brevard		219	7013	63-A	R			16		16	
Calhoun	231	6	4702	5	R	62		16		12	
Calhoun		500	4701	19-A	R	80		14		25	
Citrus	41	5	0201	3	R			13		21	
Clay	17	3	7102	9	R	63		14	2	21	
Clay	17	3	7102	11	R	63		14	2	21	
Collier	94	27	0304	76	R	25		19	6	21	
Columbia	41	2	2904	6	R			14	5	21	
Dade		182	8706	76	U	60		18	5	68	
Dade		182	8706	77	U	60		18	6	68	
Dixie	19	500	3001	31	R			14		25	
Duval	1	4	7208	15	U			14		23	8
Duval	1	4	7207	22	U	350		16	5	44	
Duval		47	7216	30	U	176		17		44	
Duval		596	7225	61	R	77				19	
Escambia	90	1	4801	7-A	R	75		14	7	21	
Franklin	319	10	4901	7	U	121		14		25	
Franklin	319	10	4901	17	R	43		14	3/4	21	
Gadsden	90	1	5002	8-A	R			14	6	21	
Glades		67	0501	44	R	51		14		16	
Gulf	231	6	5102	1	R	57		25		13	
Hamilton	41	2	3201	5	R			14		21	
Hamilton		50	3203	7-A	R			15		21	
Hardee		63	0605	21	U			16		16	
Hendry		25	0703	30	U	20		14	9	23	
Hillsborough	92	17	1015	20	R	75		15		51	
Hillsborough		545	1008	57-A	U	100		19	6	78	
Jackson	90	1	5301	3	U			14	7	48	
Jackson	90	1	5301	4	U			13		24	
Jackson	90	1	5302	5	R			14	2	22	6
Jackson		90	Georgia	22	R			14	1	16	
Jefferson	90	1	5401	4	R			13		24	
Lafayette	441	5-A	3301	12-A	U			14		25	
Lake		21	1111	11-A	R	90		16		17	
Lake	19	500	1114	24	R	89		14		19	
Lee		2	1209	5	R	53		16		16	
Leon	319	10	5504	9	U			13		24	
Leon		377	5516	20-A	U			10	5	19	9
Leon	19	500	5507	21	R			14	11	21	
Leon	19	500	5508	29	U			14		24	
Madison	90	1	3501	10-A	R			14		21	
Manatee		18-A	1304	6	R	63		15		16	
Marion	441	2	3601	1	R			15		24	
Marion		16	3611	4	R			14		25	
Marion		16	3611	5	R			12		24	
Marion	19	500	3607	18	R			13		24	
Monroe	1	4-A	9006	27	R	40				21	
Monroe		4-A	9006	32-B	R	80				29	
Monroe	1	4-A	9003	20	Toll Sec. (R)	100		15	5	21	
Monroe	1	4-A	9005	24	Toll Sec. (R)	50				21	
Nassau	17	3	7402	8	R	86		13		21	
Nassau		13	7406	39	R	78				19	
Okaloosa	90	1	5701	4	R			14	11	21	
Okaloosa	90	1	5701	6	R			15		21	
Okaloosa	98	115	5703	34	R	90		14		25	
Okeechobee		8	9107	1	R	62		15		21	
Orange	17	3	7503	5	U			14		34	

**CLEARANCE LIMITATIONS OF STRUCTURES ON
THE STATE MAINTAINED SYSTEM, DECEMBER 31, 1944**

(Continued)

COUNTY	ROAD NUMBER		Section Number	Bridge Number	Rural Urban	CLEARANCE		
	U.S.	State				Stream (if Navigable)	ROADWAY	
							Vertical	Horizontal
						Ft. In.	Ft. In.	Ft. In.
Palm Beach.....		25	9310	16	R	51 ..	15 9	15 6
Palm Beach.....		25	9311	29	U	50 ..	15 9	15 6
Palm Beach.....		25	9311	38	R	48 ..	17 ..	16 ..
Palm Beach.....		25	9312	40	R	60 ..	14 ..	25 ..
Palm Beach.....		140	9309	56	U	53 ..	24 ..	16 ..
Palm Beach.....		140	9306	60	U	25 ..	15 7	19 ..
Palm Beach.....		172	9317	70-A	R	.. ..	10 4	18 ..
Palm Beach.....		194	9314	90	R	51 ..	16 ..	19 ..
Palm Beach.....		199	9321	103	R	57 ..	18 ..	18 ..
Pasco.....	19	15	1403	5	U	.. ..	17 ..	16 ..
Pasco.....		210	1415	23	R	.. ..	17 ..	12 ..
Polk.....	92	17	1601	27	U	.. ..	12 10	15 ..
Polk.....	92	17	1602	28	U	.. ..	14 ..	24 ..
Polk.....	92	17	1626	31	U	.. ..	14 6	40 ..
Polk.....		79	1613	47	U	.. ..	10 3	32 ..
Putnam.....	17	3	7601	3	R	60 ..	14 ..	21 ..
Putnam.....	17	3	7603	9	R	41 ..	13 ..	21 ..
Putnam.....		14	7605	20	U	.. ..	15 ..	20 ..
Seminole.....	17	3	7701	2-A	R	90 ..	14 ..	25 ..
Seminole.....		44	7704	4	R	48 ..	13 ..	12 ..
Volusia.....	92	21	7908	23-B	U	60 ..	14 ..	23 ..
Volusia.....		44	7914	30	R	93 ..	13 ..	17 ..
Walton.....		10	6003	37-A	R	78 6	15 ..	21 5



BRIDGE STRUCTURES ON THE STATE MAINTAINED SYSTEM

DECEMBER 31, 1944

COUNTY	NUMBER OF STRUCTURES		SPECIAL STRUCTURES INCLUDED			LENGTH IN FEET		COUNTY	NUMBER OF STRUCTURES		SPECIAL STRUCTURES INCLUDED			LENGTH IN FEET	
	Total	Timber	Over-Passes	Under-Passes	Draw Bridges	Total	Timber		Total	Timber	Over-Passes	Under-Passes	Draw Bridges	Total	Timber
Alachua.....	34	13	2	1		3,631	1,149	Lake.....	26	15	4		5	11,922	9,258
Baker.....	9	2	1			1,195	377	Lee.....	58	43			4	8,363	2,518
Bay.....	49	39	1		4	17,803	7,793	Leon.....	33	19	6	3		3,291	1,335
Bradford.....	40	28	1			1,863	1,173	Levy.....	47	23				3,973	2,725
Brevard.....	75	52	1		7	22,752	16,301	Liberty.....	26	14				3,281	1,344
Broward.....	23	2			9	2,701	88	Madison.....	26	14	1			3,057	882
Calhoun.....	22	14	1		1	11,485	1,338	Manatee.....	43	27			2	8,567	3,317
Charlotte.....	84	66			2	10,025	4,214	Martin.....	25	16	3	4		1,611	545
Citrus.....	9	1	4			1,421	95	Monroe.....	55	24	1		5	6,458	1,082
Clay.....	38	25			2	6,086	1,400	Nassau.....	34	6			2	26,596	483
Collier.....	136	85			2	10,645	6,378	Okaloosa.....	54	29	3		2	4,047	1,202
Columbia.....	24	4				1,910	94	Okeechobee.....	39	34	2		1	14,497	10,236
Dade.....	85	33			5	11,630	2,423	Orange.....	65	61	1		3	8,196	6,912
De Soto.....	59	48	1			3,922	2,401	Osceola.....	20	8	1	1		2,233	1,503
Dixie.....	31	25			9	3,219	2,002	Palm Beach.....	54	37	1		1	6,676	4,244
Duval.....	69	16	4	1		19,293	4,961	Pasco.....	101	65	2		20	15,612	5,979
Escambia.....	39	8	3		2	31,786	1,963	Pinellas.....	22	3	2			1,639	217
Flagler.....	19	3	1			2,117	168	Polk.....	30	3	1		5	10,267	330
Franklin.....	28	23			2	23,660	2,615	Putnam.....	57	17	5	4		6,132	1,381
Gadsden.....	29	6	3			5,867	717	St. Johns.....	33	20	1	1	3	4,957	1,085
Gilchrist.....	5	4				547	65	St. Lucie.....	73	63			5	27,207	23,106
Glades.....	87	69			1	4,625	2,809	Santa Rosa.....	44	36			2	6,419	3,769
Gulf.....	22	19			2	1,694	1,013	Sarasota.....	40	29	1		1	17,282	8,558
Hamilton.....	12	3				1,772	395	Seminole.....	58	32			4	8,964	2,102
Hardee.....	22	9				2,666	832	Sumter.....	19	11			2	2,300	969
Hendry.....	52	41			2	2,382	1,692	Suwannee.....	18	6	1			2,001	176
Hernando.....	9	4	1			1,152	233	Taylor.....	1					113	
Highlands.....	40	40	1		1	6,060	5,964	Union.....	39	20				3,116	1,332
Hillsborough.....	66	10	6		5	27,261	2,011	Volusia.....	20	17	1			2,910	1,336
Holmes.....	42	37	1			6,624	6,377	Wakulla.....	42	26	2		5	10,182	4,417
Indian River.....	54	51			2	16,858	9,852	Walton.....	13	8				1,732	1,513
Jackson.....	37	19	2	2	1	9,382	1,951	Washington.....	67	62			1	17,848	6,372
Jefferson.....	30	23	3	1		3,253	1,784		24	15				7,367	5,122
Lafayette.....	21	12				2,476	1,033								
Totals.....	2,697	1,638	78	19	137	532,609	200,020								

STATE ROAD DEPARTMENT OF FLORIDA
Division of Research and Records)
STATE MAINTAINED SYSTEM — AS OF DECEMBER 31, 1944
(By Highway Type Groups)

COUNTY	MILES BY ROADWAY SURFACE TYPE GROUPS								FEET BY STRUCTURE TYPE GROUPS								TOTAL Bridges— Feet	TOTAL Bridges— Miles	GRAND TOTAL Roads and Bridges— Miles
	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	TOTAL	GROUP 10	GROUP 11	GROUP 12	GROUP 13	GROUP 14	GROUP 15	GROUP 16				
	Unsurfaced Graded Roads	Surface Treated (less than 1 in.) Non-Rigid Base	Surface Treated (less than 1 in.) Rigid Base	Sand Bituminous Road Mix and Retreads	Cement Concrete	Dual and Combination Type Roads	Brick, Block and High Type Bituminous	Roadway Surface— Miles	Timber Structure	Steel Structure	Concrete Structue	Timber Steel	Timber Concrete	Steel Concrete	Timber Steel Concrete				
Alachua	20.590	163.688		20.695	9.570	11.081	26.198	251.822	1,149		998			1,262	222	3,631	0.686	252.508	
Baker	5.032			34.550	6.851			46.433	377		599			42	177	1,195	0.226	46.659	
Bay		17.789		104.879	14.645	.098		137.411	7,793	495	466	36		6,996	2,017	17,803	3.372	140.783	
Bradford		63.772		19.980			.220	83.972	1,173		340	23		164	163	1,863	0.353	84.325	
Brevard	14.239	84.689		71.168	12.322	37.861	.050	220.329	16,301	906	1,869	184		2,730	762	22,752	4.311	224.640	
Broward	4.452	99.508		5.375	14.523	6.142	5.850	135.850	88	1,126	937			428	122	2,701	0.511	136.361	
Calhoun		64.270		2.581				66.851	1,338	418	124			8,559	1,046	11,485	2.175	69.026	
Charlotte	18.152	48.699		12.479			.413	79.743	4,214	221	4,505			1,085		10,025	1.898	81.641	
Citrus		60.835		28.638	.720	.200		90.393	95		1,038			288		1,421	0.268	90.661	
Clay		53.051		57.185		.954	2.762	113.952	1,409	322	3,652		30	396	277	6,086	1.151	115.103	
Collier	21.012	85.453		32.694				139.159	6,378	141	923		2,026	1,077	100	10,645	2.016	141.175	
Columbia	6.361	41.841		49.641	27.052		.601	125.496	94	142	690				984	1,910	0.361	125.857	
Dade		111.090		31.497	30.396	2.473	19.108	194.564	2,423	488	1,846		1,175	4,301	1,397	11,630	2.204	196.768	
De Soto	6.733	51.628		8.273	1.801	11.885		80.322	2,401	410			453	177	481	3,922	0.744	81.066	
Dixie	3.836	38.672		6.291				49.499	2,002		367			480	364	3,219	0.610	50.109	
Duval	.350	52.121	1.000	23.413	86.673	1.662	33.648	198.867	4,961	1,301	6,844	96		6,091		19,293	3.655	202.522	
Escambia	13.330	62.087		5.998	76.356	3.242	.159	191.172	1,963	321	3,781	36	3,893	18,204	3,588	1,910	6.019	167.191	
Flagler		67.087			6.037		2.332	75.456	168		1,118			831		2,117	0.400	75.856	
Franklin	.862	5.284		56.237	1.098			66.481	2,615	405	28	38		434	20,140	23,660	4.480	70.961	
Gadsden	14.862	55.290			34.546	.480	2.024	107.202	717	82	2,067			1,551	850	5,567	1.111	108.313	
Gilchrist	17.484	29.370		9.709				56.563	65							482	547	0.103	56.666
Glades	47.872	38.910						86.782	2,809	127					1,689	4,625	0.876	87.658	
Gulf		28.162		37.605	.762			66.529	1,013	84				119	478	1,094	0.320	66.849	
Hamilton	28.478	38.419		8.350			.150	75.397	395		809			162	406	1,772	0.336	75.733	
Hardee	10.339	47.719	1.011	5.498	1.131	.801	2.248	68.747	832		997	67		631	139	2,666	0.505	69.252	
Hendry	10.401	48.314		10.671				69.386	1,692	127		22	169		372	2,382	0.450	69.836	
Hernando		64.056		4.427	9.307		.631	78.421	233		62			153	704	1,152	0.218	78.639	
Highlands	19.640	93.567		4.708			4.413	122.328	5,964	126					6,090	1,153		123.481	
Hillsborough		59.775	11.252	31.286	66.747	2.803	27.107	198.970	2,011	433	18,198	273	3,351	2,202	793	27,261	5.162	204.132	
Holmes	16.924	93.881			.519			111.324	6,377		226			21		6,624	1.255	112.579	
Indian River	.381	29.702		22.112	13.466		7.720	73.381	9,852	292	476	30	208			10,858	2.056	75.437	
Jackson	14.203	154.324		17.870	9.725	.067	1.949	198.138	1,951	239	2,479		91	3,770	852	9,382	1.776	199.914	
Jefferson	40.691	51.333		10.249				102.264	1,784		784	53		81	551	3,253	0.616	102.880	
Lafayette	21.959	47.823		2.690				72.472	1,033		96		196	364	787	2,476	0.469	72.941	
Lake	14.770	177.396		4.682	18.586	2.102	65.158	282.694	9,258	662	959			490	553	11,922	2.259	284.953	
Lee	3.853	26.766		49.069			28.154	107.842	2,518	394	4,908			311	232	8,363	1.583	109.425	
Leon	14.207	47.602			68.707	.160	1.136	131.812	1,335	143	451			1,061	195	3,291	0.624	132.436	
Levy		147.175		28.571		.075		175.821	2,725		838			259	151	3,973	0.752	176.573	
Liberty	19.161	32.033		19.235				70.399	1,344		73			120	1,744	3,281	0.621	71.020	
Madison	16.524	56.007		14.671	16.700	.710		104.612	882		1,110		378	687		3,057	0.579	105.191	
Manatee		81.184		.150	9.110	.956	17.951	109.351	3,317	258	4,090		783	83	36	8,567	1.622	110.973	
Marion		238.513	1.080	23.950	5.556		8.201	277.300	545	352	352			322	322	1,011	0.305	277.605	
Martin		59.153		33.453	4.840	.189	19.276	116.911	1,082	566	1,740	20		2,084	900	6,458	1.222	118.133	
Monroe	16.519	75.807	.630					92.966	483	159	21,002		467	156	4,329	26,596	5.037	97.993	
Nassau	5.034	44.798		1.263	26.351		11.533	88.979	1,202	404	1,545			591	305	4,047	0.766	89.745	
Ocala		98.263		45.138	.446			143.847	10,236	519	2,568		326	140	708	14,497	2.745	146.562	
Okeechobee	.126	64.832		12.806				77.764	6,912	395	154			46	689	8,196	1.554	79.318	
Orange		44.939	13.652	2.629	30.762	2.760	62.118	156.860	1,503	544	544			186		2,233	0.423	157.283	
Osceola		68.837	2.842	40.499	10.652		.840	123.670	4,244	148	1,434			850	6,676	1,264	124.634		
Palm Beach	30.022	171.817		20.426	13.557	4.678	19.127	259.627	5,979	1,574	6,809	30		254	666	15,612	2.957	262.584	

Passo.....		130.082			19.170		3.262	152.514	217	202	1,133			37	50	1,639	0.310	152.824
Pinellas.....	229	14.619	48.364	38.702		1,415	21.561	124.880	330	451	9,072		312		102	10,267	1.944	126.824
Polk.....	14,219	114.067		34,980	27,855	7,713	62,583	291,417	1,381		2,195		272	1,062	1,222	6,132	1.161	262,578
Putnam.....		74,653		6,957		6,773	17,833	106,216	1,085	426	3,446					4,957	0.939	107,155
St. Johns.....	14,109	105,891	16,889	13,886	10,332	5,340	3,220	169,667	23,106	475	894	84		2,242	406	27,207	5.153	174,820
St. Lucie.....	10,308	57,075		425	19,984		3,023	90,815	3,769	403	420					1,827	6,419	1,217
Santa Rosa.....		114,828		43,091	5,989	6,673	.047	170,628	8,558	108	404	30	31		640	7,511	17,282	3,273
Sarasota.....		76,710	219	1,768	6,271	.090	30,117	115,175	2,102	351	1,930	139	4,037		505	8,964	1,697	116,872
Seminole.....		43,341	1,764	11,093		6,110	21,653	83,961	969	356	653	70			252	2,300	0.436	84,397
Sumter.....		95,547		3,259			.040	98,846	176		169			1,033	623	2,001	0.379	99,225
Suwannee.....	1,060	72,753		14,748	13,839		.160	102,560			113					113	0.021	102,581
Taylor.....	1,650	47,452		37,445			1,788	88,335	1,332		401				340	1,043	3,116	0.591
Union.....	4,077	37,581		15,039				56,797	1,336		1,528	46				2,910	0.551	57,348
Volusia.....		88,271	1,447	45,923	44,240	14,384	9,951	204,216	4,417	819	885	1,784			2,102	10,182	1,929	206,145
Walulla.....	4,295	14,846		38,606				57,747	1,513		71	36			112	1,732	0.327	58,074
Walton.....	24,804	85,563		72,327	1,290			183,984	6,372	302			198		730	10,246	17,848	3,379
Washington.....		79,573		9,729	5,615			94,917	5,122	94	79			1,472	600	7,367	1,396	96,313
TOTAL.....	553,180	4,739,953	100,140	1,414,790	788,785	145,433	546,315	8,288,496	209,020	17,657	129,339	3,423	18,404	79,395	75,371	532,609	100,862	8,389,358
Federal Participation.....	30,950	737,865	4,714	301,359	486,908	66,701	101,088	1,729,585	14,143	2,969	65,287	289	3,839	23,640	17,809	127,976	24,242	1,753,827
State.....	522,200	4,002,088	95,426	1,113,361	301,877	78,732	445,227	6,558,911	194,877	14,688	64,052	3,134	14,565	55,755	57,562	404,633	76,620	6,635,531

**PAVEMENT WIDTHS AND STRUCTURES BY SURFACE TYPE GROUPS
OF THE STATE MAINTAINED SYSTEM ON DECEMBER 31, 1944**

SURFACE TYPE	Type Group			WIDTH OF SURFACE (FEET)															
	PRA	State		G & D	Under 14	14/15	16/17	Div. 16/17	18/19	Div. 18/19	20/21	Div. 20/21	22	23/26	Div. 23/26	27/29	Div. 27/29	30/32	Div. 30/32
Graded and Drained	C	1-A	Urban		3,894														
			Rural		366,967														
			Total		370,861														
Soil Surfaced	D	1-B	Urban																
			Rural								35,563		2,467	8,052					
			Total								35,563		2,467	8,052					
Shell, Rock, etc.	E	1-C	Urban						1,507					.208				.183	
			Rural		2,407	4,173	17,756		11,756		43,819			33,603		11,051			
			Total		2,407	4,173	17,756		13,263		43,819			33,811		11,051		.183	
Surface Treated (Non Rigid Base)	F	2	Urban		1,140	12,438	37,248		62,876		111,291		41,064	25,547	.240	25,522		16,494	.535
			Rural		38,075	315,185	633,647		825,211		1730,076		715,684	55,295		9,223		7,560	
			Total		39,215	327,623	670,895		888,087		1841,367		760,748	80,842	.240	34,745		24,054	.535
Surface Treated (Rigid Base)	G	3	Urban				3,840		2,249		.505		.027			1,394		3,448	
			Rural				54,082		6,837		13,963		2,765	.460				3,097	
			Total				57,922		9,086		14,468		2,765	.487		1,394		6,545	
Sand Bituminous Mix and Retreads	G	4	Urban			.041	3,487		11,358		34,229		28,825	8,825		4,632		10,897	
			Rural			12,646	22,267		106,784		849,014		252,464	43,149		.970		.522	
			Total			12,687	25,754		118,142		883,243		281,289	51,974		5,602		11,419	
Cement Concrete	J	5	Urban			.680	.370		14,581	.123	28,056		3,744	10,346		13,768		9,422	.492
			Rural				1,709		311,737		177,637		19,503	68,000		48,253		.650	
			Total			.680	2,079		326,318	.123	205,733		23,247	78,346		62,021		10,072	.492
Dual Types	M	6-A	Urban				.376		.214		.320			1,080		2,036		3,538	
			Rural						15,847		10,313							3,370	
			Total				.376		16,061		10,633			1,080		2,036		6,908	
Combination	M	6-B	Urban				.520				2,828		6,160	.560				.038	
			Rural			3,504	24,479				14,886		36,772	.866					
			Total			3,504	24,999				17,714		42,932	1,426				.038	
Bituminous Penetration	H	7-A	Urban				4,080		3,263		.552		1,782	.404		4,706		2,068	
			Rural			2,426	44,686		31,271		2,207		7,708			1,612			
			Total			2,426	48,766		34,534		2,759		9,490	.404		6,318		2,068	
Bituminous Concrete and Sheet Asphalt	I	7-B	Urban			2,259	8,879	.122	18,962	.120	15,197	.138	1,874	5,441		15,743		4,736	.266
			Rural			40,600	55,805		78,339		32,430		3,862	1,415		3,567		.551	
			Total			42,859	64,684	.122	97,301	.120	47,627	.138	5,766	10,856		19,310		5,287	.266
Brick	K	7-C	Urban			.412	2,886		4,905		2,702		2,253	5,398	.050	3,601	.530	5,368	.701
			Rural			3,521	.023		.941	.110									
			Total			3,521	.435		5,846	.110	2,702		2,253	5,398	.050	3,601	.530	5,368	.701
Block	L	7-D	Urban				2,006						.644	1,452		1,452		1,051	
			Rural				1,887												
			Total				4,493						.644	1,452		1,452		1,051	
			Total Urban	3,894	1,140	15,830	64,292	.122	119,915	.243	195,720	.138	86,346	63,288	.290	72,854	.530	57,243	1,994
			Total Rural	366,967	44,003	378,557	865,051		1388,723	.110	2909,908		1045,255	210,840		74,676		15,750	
			Grand Total	370,861	45,143	394,387	929,343	.122	1508,638	.353	3105,628	.138	1131,601	274,128	.290	147,530	.530	72,993	1,994

**PAVEMENT WIDTHS AND STRUCTURES BY SURFACE TYPE GROUPS
OF THE STATE MAINTAINED SYSTEM ON DECEMBER 31, 1944**

WIDTH OF SURFACE (FEET) — Continued																		Total Road	Total Bridges	Total Roadway & Bridges
33	Div. 33	34/35	Div. 34/35	36/39	Div. 39/39	40/43	Div. 40/43	44	Div. 44	45/49	Div. 45/49	50/54	Div. 50/54	55/59	Div. 55/59	60 & Over	Div. 60 & Over			
																		3.894	.439	4.333
																		366.967	3.366	370.333
																		370.861	3.805	374.666
				8.165														54.247	.366	54.613
				8.165														54.247	.366	54.613
				.961								.645						3.508		3.508
				.961								.649						124.565	1.209	125.774
																		128.073	1.206	129.282
2.533		3.705		11.754	2.396	8.379	.702	1.232		16.531	.514	1.922	.085	2.210		.607	2.821	389.826	6.624	396.450
.055		.340		1.901		.343	.145			.512							.580	4337.832	43.067	4380.819
2.588		4.045		13.655	2.396	8.722	.847	1.232		17.043	.514	1.922	.085	2.210		.607	3.401	4727.658	49.691	4777.349
				1.937		1.590				.365		.410					1.016	17.081	.082	17.163
				1.100								.750					.005	83.059	3.307	86.366
				3.037		1.590				.365		1.160					.300	100.140	3.389	103.529
2.216	.056	1.752		4.426	.601	5.060		2.176		3.753		1.632	.127	.413	.290	.007		124.803	3.188	127.991
.544				1.451		4.347		1.967		.233	5.824							1302.182	25.540	1327.722
2.760	.056	1.752		5.877	.601	9.407		4.143		3.986	5.824	1.632	.127	.413	.290	.007		1426.985	28.728	1455.713
3.746		1.285		14.156	1.364	17.351	.480	.055	9.954	1.425		1.253		.075		1.300	.073	134.139	2.223	136.362
13.010				.206		6.225		1.376	4.998			.479				.880		654.663	6.245	660.908
16.756		1.285		14.362	1.364	23.576	.480	1.431	14.952	1.425		1.732		.075		2.180	.073	788.802	8.468	797.270
		.048		4.051		4.359		.542		1.112		.946		1.077		1.570	.256	21.525	.070	21.595
.188				1.097	.954	1.110								.216		.200		33.295	.081	33.376
.188		.048		5.148	.954	5.469		.542		1.112		.546		1.293		1.770	.256	54.820	.151	54.971
																		10.106		10.106
																		80.507	.126	80.633
																		50.613	.126	50.739
				1.008		.060		.864		2.727		.050						21.564	.079	21.643
				1.008		.060		.864		2.727		.050						89.910	.199	90.109
																		111.474	.278	111.752
.779		2.040		6.670	.750	3.917	.346	.493		16.295		9.674	.637	1.755	.094	5.165	1.035	127.387	1.548	128.935
						.076				2.247								218.922	1.297	220.219
.779		2.040		6.670	.750	3.993	.346	.493		18.542		9.674	.637	1.755	.094	5.165	1.035	346.309	2.845	349.154
.730		1.128	.040	5.089	.591	7.386	.183	1.067	.031	2.383	.123	1.751		.864		5.581	.033	55.816	1.146	56.962
																		13.328	.012	13.340
.730		1.128	.040	5.089	.561	7.386	.183	1.067	.031	2.383	.123	1.751		.894		5.581	.033	69.144	1.158	70.302
.325		.184		2.730		2.504				.053		.465				4.018		17.484	.035	17.519
																		1.887	.612	2.499
.325		.184		2.730		2.504				.053		.465				4.018		19.371	.647	20.018
10.329	.056	10.142	.040	52.822	5.702	50.606	1.711	6.429	9.985	44.644	.637	18.103	1.498	7.440	.384	18.248	4.518	527.133	15.434	542.567
13.767		.340		13.920	.954	12.101	.145	3.343	4.998	2.992	5.824	1.229		.221		1.080	.580	7361.364	85.427	7446.791
24.126	.056	10.482	.040	66.742	6.656	62.707	1.856	9.772	14.583	47.636	6.461	19.332	1.498	7.661	.384	19.328	5.098	8288.497	100.861	8389.358

**AVERAGE DAILY SUMMER, WINTER AND ANNUAL TRAFFIC COUNT
BY THE
EIGHTEEN PERMANENTLY LOCATED ELECTRIC RECORDERS**

RECORDER		1937			1938			1939			1940			1941			1942			1943			1944		
No.	Location	Winter Ave.	Summer Ave.	Annual Ave.	Winter Ave.	Summer Ave.	Annual Ave.	Winter Ave.	Summer Ave.	Annual Ave.	Winter Ave.	Summer Ave.	Annual Ave.	Winter Ave.	Summer Ave.	Annual Ave.	Winter Ave.	Summer Ave.	Annual Ave.	Winter Ave.	Summer Ave.	Annual Ave.	Winter Ave.	Summer Ave.	Annual Ave.
1	U.S. 90, 1 Mi. E. of Crestview.....	726	715	713	783	726	756	937	767	824	876	914	895	1027	1105	1058	1045	942	913	637	812	729	742	813	785
3	U.S. 41, 1 Mi. N. of Jasper.....	1654	1762	1673	1825	1674	1668	2003	1975	1868	1828	1782	1774	2281	2012	2048	1781	1161	1335	991	1158	1110	1171	1282	1227
4	U.S. 90, 1 Mi. E. of Baldwin.....	3079	3309	3266	3336	3351	3436	3680	3262	3486	3369	2939	3138	4182	3514	3648	2656	1919	2135	1422	1738	1646	1614	1723	1672
5	U.S. 17, 0.5 Mi. N. of St. Johns River.....	2331	1829	2006	2460	1704	2004	2581	1862	1978	2562	1992	2215	2781	2118	2326	1975	1047	1346	1056	1168	1141	1184	1334	1276
7	U.S. 92, 0.5 Mi. E. of Plant City.....	4950	3377	3977	5299	3546	4228	5475	4170	4735	5580	4486	4939	5722	4742	5111	5104	3398	3968	3332	3773	3768	4258	4180	4266
10	U.S. 1, 0.5 Mi. N. of Boca Raton.....	4202	2143	2920	5014	2258	3215	5382	2379	3454	5891	2929	3925	5773	2803	3685	3601	1924	2324	1899	1847	1931	2441	1974	2252
11	U.S. 98, 18.5 Mi. W. of Apalachicola.....				453			385	423	381	344	394	350	379	521	461	Discontinued...								
12	U.S. 1, 15.0 Mi. S. of Jacksonville.....				1804	2280		3025	1910	2409	3286	2250	2642	3747	2688	2935	2673	1090	1618	1056	1164	1187	1371	1266	1330
13	U.S. 41, 15.0 Mi. N. of Tampa.....							2010	1729	1804	2257	1732	2032	2523	2508	2469	2242	1515	1778	1505	1584	1597	1626	1656	1647
14	U.S. 41, 4.0 Mi. S. of Punta Gorda.....				845	996	1569	845	1079		1655	904	1154	1823	986	1253	1173	600	765	591	614	641	780	672	723
15	U.S. 441, 5.0 Mi. S. of Ocala.....							2244	2289	2230	2622	2516	2475	2622	2516	2475	1563	1306	1527	1228	1496	1440	1561	1554	1552
16	U.S. 19, 1 Mi. W. of Suwannee River.....							1300	1239	1219	1479	1098	1205	1123	1098	1205	1123	796	878	615	739	685	677	724	690
18	Fla. 13, 3.5 Mi. N. of Waldo.....										2918	2590	2628	2918	2590	2628	2046	1470	1703	1398	1592	1511	1555	1821	1728
19	Fla. 12, 4.5 Mi. W. of Quincy.....										671	973	846	671	973	846	688	590	617	510	599	569	605	653	645
20	Fla. 79, 4.1 Mi. E. of Bartow.....										1387	915	1073	1387	915	1073	1032	519	700	561	541	579			
21	U.S. 98, 24.0 Mi. W. of Panama City.....																414	537	446	453	619	529	488	511	467
23	U.S. 1, 2.5 Mi. S. of Oak Hill.....																2138	697	1123	643	658	703	945	778	886
24	Fla. 8, 2.5 Mi. N. of Lake Placid.....																580	347	413	267	308	303	355	362	364
	Percentage Comparison of Annual Average Volume to year 1941. (Based on Representative Continuous Stations.)			78.22%			82.25%			88.77%			95.26%			100			66.62%			57.05%			64.40%

**AVERAGE DAILY ANNUAL TRAFFIC COUNT AT 86 DRAWBRIDGES
SHOWING VEHICLES BY TYPE**

	1941			1942				1943				1944			
	Commercial*	Passenger	Total	Military	Commercial	Passenger	Total	Military	Commercial	Passenger	Total	Military	Commercial	Passenger	Total
Average Daily Number by Type.....	24,969	117,521	142,490	1,472	21,346	74,734	97,552	4,053	21,107	61,506	86,666	4,336	21,096	74,213	99,645
Percentage Comparison to 1941 (Military Vehicles Compared to 1942).....	100%	100%	108%	100%	85.5%	63.6%	68.5%	275.3%	84.5%	52.3%	60.8%	294.6%	84.5%	63.1%	69.9%

* Military Vehicles included in Commercial in 1941.

**STATE ROAD DEPARTMENT OF FLORIDA
SUMMARY OF FEDERAL AID APPROPRIATIONS**

TOTAL FOR FLORIDA

Year	Entire United States	Regular Federal Aid	Secondary Federal Aid	Federal Aid Grade Crossing	Forest Federal Aid	Emergency or as Indicated	1935-36 Works Prog.Gr. Crossing	DEFENSE HIGHWAY ACT OF 1941				
								Strategic Network	Adv. Engr. Surveys	Flight Strips	Access Roads	TOTAL
1917	\$ 5,000,000.00	\$ 55,976.27	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ 55,976.27
1918	10,000,000.00	111,952.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	111,952.54
1919	65,000,000.00	744,521.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	744,521.08
1920	95,000,000.00	1,090,214.67	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,090,214.67
1921	100,000,000.00	1,147,447.92	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,147,447.92
1922	77,500,000.00	886,825.69	.....	.....	6,648.00	.....	.....	.....	.....	.....	.....	893,473.69
1923	57,000,000.00	599,221.13	.....	.....	18,470.00	.....	.....	.....	.....	.....	.....	617,691.13
1924	68,500,000.00	771,395.15	.....	.....	9,105.00	.....	.....	.....	.....	.....	.....	780,500.15
1925	78,500,000.00	887,336.52	.....	.....	7,684.00	.....	.....	.....	.....	.....	.....	895,020.52
1926	79,500,000.00	892,878.00	.....	.....	9,854.00	.....	.....	.....	.....	.....	.....	902,732.00
1927	79,500,000.00	897,185.00	.....	.....	12,109.00	.....	.....	.....	.....	.....	.....	909,294.00
1928	79,500,000.00	899,451.00	.....	.....	12,082.00	.....	.....	.....	.....	.....	.....	911,533.00
1929	79,500,000.00	901,311.00	.....	.....	11,909.00	.....	.....	.....	.....	.....	.....	913,220.00
1930	79,500,000.00	906,235.00	.....	.....	11,436.00	.....	.....	.....	.....	.....	.....	920,671.00
1931	214,500,000.00	1,540,069.00	.....	.....	28,572.00	1,086,438.00	.....	.....	.....	.....	.....	2,655,079.00
1932	137,500,000.00	1,543,232.00	.....	.....	44,250.00	.....	.....	.....	.....	.....	.....	1,587,482.00
1933	259,500,000.00	a 1,437,372.40	.....	.....	57,740.00	1,624,752.00	.....	.....	.....	.....	.....	3,119,864.40
1934	415,000,000.00	.....	.....	.....	63,763.00	b 5,231,834.00	.....	.....	.....	.....	.....	5,295,597.00
1935	207,000,000.00	.....	.....	.....	32,975.00	b 2,661,343.00	.....	.....	.....	.....	.....	2,694,318.00
1936	532,000,000.00	1,655,723.00	.....	.....	33,176.00	c 2,597,144.60	2,827,883.00	.....	.....	.....	.....	7,113,926.00
1937	132,000,000.00	1,659,835.00	.....	.....	35,140.00	.....	.....	.....	.....	.....	.....	1,694,975.00
1938	214,000,000.00	1,704,765.00	340,953.00	712,816.00	46,707.33	.....	.....	.....	.....	.....	.....	2,805,241.33
1939	214,000,000.00	1,669,497.00	333,896.00	692,981.00	74,755.80	.....	.....	.....	.....	.....	.....	2,771,132.80
1940	145,000,000.00	1,342,535.00	261,025.00	279,870.00	38,425.50	.....	.....	.....	.....	.....	.....	1,861,855.50
1941	d 208,000,000.00	1,554,482.00	202,866.00	417,388.00	53,356.81	.....	.....	357,856.00	143,143.00	.....	.....	2,729,091.81
1942	e 307,500,000.00	1,425,748.00	249,506.00	299,547.00	.....	.....	.....	2,080,000.00	.....	1,298,422.21	6,594,209.62	11,947,432.83
1943	f 147,500,000.00	1,431,426.00	250,469.00	299,694.00	.....	.....	.....	.....	.....	.....	1,017,199.00	2,998,818.00
1944	g 30,000,000.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	40,650.00	40,650.00
Totals...	\$ 4,117,500,000.00	\$ 27,759,635.40	\$ 1,578,748.00	\$ 2,702,296.00	h \$ 608,158.44	\$ 13,201,511.00	\$ 2,827,883.00	\$ 2,437,556.00	\$ 143,143.00	\$ 1,298,422.21	\$ 7,652,058.62*	\$ 60,209,711.67

a-\$217,287.60 of this appropriation has been deducted as 1933 repayment of 1931-32 Emergency Appropriation.

b-National Recovery Appropriation.

c-Works Program Highway Appropriation.

d-This total contains \$35,000,000.00 appropriated under Defense Highway Act of 1941.

e-This total contains \$185,000,000.00 appropriated under Defense Highway Act of 1941.

f-This total contains \$110,000,000.00 appropriated under Defense Highway Act of 1941.

g-This total appropriated under Defense Highway Act of 1941.

h-\$517,196.62 of total for expenditure through State Road Department.

*-This total represents amounts certified to January 1, 1945.

STATE ROAD DEPARTMENT OF FLORIDA
STATUS OF ACCESS ROADS PROJECT
JANUARY 1, 1945

Projects Deferred

ROAD	PROJECT	COUNTY	LOCATION	Current Estimated Cost	Project Certified	P. S. & E. Inspection Made	P. S. & E. Submitted for Approved	Priority Rating	REMARKS
578	DA-WR 10(1) (4522) (5509-301)	Leon	Rd. 500-W. of Tallahassee—Dale Mabry Field.						Not Certified
602	DA-WR 21(1) (4537)	Palm Beach	Access to Boca Raton Airport					Applied for	Not Certified
603	DA-WR 25(1) (4561)	Dade	Closure Rd. to 36th St. Airport (Miami)					Applied for	Not Certified
35	DA-WC 29(1) (4562)	Palm Beach	Dekle Beach—A. Pt. 10.0 Mi. S.W. Rd. 500					Applied for	Not Certified
	DA-WR 29(1)	Taylor	Small Arms Range—A. Pt. 1.0 Mi. W. of Medulla					Applied for	Not Certified
	DA-WC 30(1)	Polk	Rd. 2—Carlstrom Field						Not Certified
	DA-WR 32(1)	De Soto	Nebraska Ave., Bunby St. and Corinne Dr. in Orlando						Not Certified
	DA-WR 34(1)	Orange	Co. Rd. N.E. Lake Spicer—A Pt. 1.0 Mi. W.						Not Certified
	DA-WC 35(1)	Orange	Camp Blanding—Lawty						Not Certified
121	DA-WR 36(1)	Bradford	0.75 Mi. S. of NR 36(1)—A Pt. 6.0 Mi. N.						Not Certified
59	DA-WR 37(1)	St. Lucie	S.W. Entrance Hendricks Field—A Pt. 2.8 Mi. E.						Not Certified
332	DA-NR 39(1)	Highlands	Rd. 162—A Pt. 8.0 Mi. S.						Not Certified
1-37	DA-NR 40(1)	St. Lucie	Flashing Light Signals (Gov't. RR. from Milton—Whiting Field)						Not Certified
191	DA-NR 41-B(1)	Santa Rosa	Rd. 24—A Pt. 5.6 Mi. S.		3-14-44			?	Deferred April 6, 1944
162	DA-NR 38-A(1) (9405-302)	Brevard	N. Second St. (Pt. Pierce)—Atlantic Ocean on So. Island		3-17-44				Deferred Nov. 2, 1944
		St. Lucie							

Projects Being Advanced

568	DA-WR 12(2) (1622-302)	Polk	Flashing Light Signals (Within Limits Proj. DA-WR 12(1))	\$ 5,400.00	9-21-43	2-22-44	3-15-44	AA-3	RR. Co. Awaiting Materials
37-190	DA-NR 26-A(1) (5805-303) (5809-302)	Santa Rosa	Rd. 1—Rd. 37 and Ext. of Rd. 190	81,000.00	5-21-43	7-19-44		AA-5	Plans Complete in Pencil
139	DA-WR 28-B(1) (4566) (7217-302)	Duval	Pt. 0.294 Mi. N. Clay-Duval Co. Line—Rd. 363	31,000.00	8-16-43	8-18-44		AA-3	State Contr. Prelim. Engr. & R/W Cost Reimb.
613	DA-WR 31-B(1)	Hillsborough	W. City Limits Port Tampa—Beginning Proj. DA-WR 31-A(1)	68,903.00	2-1-44			AA-3	Survey 100% — Plans 50%
572	DA-NR 34-A(2)	Brevard	Flashing Light Signals (Within Limits DA-NR 34-A(1))	9,900.00				AA-3	RR. Co. Awaiting Materials
559	DA-NR 36(1) (9406-301)	St. Lucie	Rd. 140—Atlantic Ocean on N. Island (Bridges Only)	82,271.00				AA-3	Military Damage Claim
554	DA-NR 41-A(2)	Brevard	Flashing Light Signals (Within Limits DA-NR 41-A(1))	9,900.00	8-3-44		12-21-44	Not Necess.	PRA awaiting Appr. PS&E Subm.
	DA-NR 43(1)	Santa Rosa	Rd. 10—Choctaw Field	7,500.00					transferred to Navy
259	DA-NC 44-A(1) (7114-301)	Clay	Rd. 3 0.5 Mi. N. Fleming Field—A Pt. 2.0 Mi. W.	40,650.00	8-5-44			AA-3	Survey 100% — Plans 90%
			Total	\$ 336,524.00					

Projects Under Construction

553	DA-NR 9-A(1) (4500) (7222-301)	Duval	Rd. 139—Ceil Field	\$ 120,580.00	2-7-42	11-20-42	1-22-43 6-8-44	AA-3	State Force Act.
537	DA-NR 10-B(1) (4518) (4801-301)	Escambia	Rd. 7—Rd. 1-A	183,879.00	4-9-42	7-24-42	11-26-43	AA-5	
10-10-C	DA-NI 12(1) (4602-301) (4610-301)	Bay	Rd. 10 (Wainwright Shipyard)—Rd. 52	181,923.00	8-15-42	3-31-43	5-22-43	AA-5	
10	DA-NI 12(1) Ext. (4602-302)	Bay	Approx. 1330 Ft. E. Hathaway Br.—Frog. DA-NI 12(1)	37,681.00	6-15-42	1-12-44	5-11-44	AA-3	
48	DA-NR 12(1) (4536) (7806-302)	Clay-St. Johns	Shands Bridge	190,000.00	12-7-42	1-20-43	12-23-42		Maint. by U.S.C.G.
600	DA-WC 24-A(1) (8723-301)	Dade	Closure Rd. 36th St. Airport (Miami)	87,114.00	9-3-43	11-10-43	5-11-44	AA-3	
594	DA-NR 25-B(1) (4554) (5810-302)	Santa Rosa	Whiting Field—Rd. 190	83,853.00	5-1-43	10-13-43	5-11-44	AA-3	
119-140	DA-NR 29(1) (4568) (4569)	Brevard	Reconstr. Rd. to Titusville Beach and C. G. Sta.	43,390.00	7-17-43	6-17-43	10-13-43	AA-3	
583	DA-NR 30(1) (4570) (4819-301)	Escambia	Rd. 1—"K" Field (Fountain Field Rd.)	85,292.00	9-1-43	1-20-44	3-3-44	AA-3	
283-218	DA-NR 31(1)	Brevard	Daytona Beach—Sebastian Inlet	1,000.00					
613	DA-WR 31-A(1) (1024-301)	Hillsborough	Approx. 1200 Ft. W. of E. City Limits Port Tampa—Vera St.	77,330.00	2-1-44	5-11 & 9-7-44	9-26-44	AA-3	
608	DA-NR 32-B(1) (4571) (4824-302)	Escambia	Est. Sunset Ave. (Barranca Ave. to Rd. 93)	34,584.00	9-26-43	1-20-44	2-17-44	AA-3	
619	DA-NR 33-A(1) (8718-303)	Dade	Tallahassee Road (Homestead)	31,804.00	4-27-44	6-24-44	8-21-44	AA-3	
554	DA-NR 41-A(1) (7024-301)	Brevard	Rd. 4—Valkaria Satellite Field	27,240.00	3-14-44	6-8-44	8-4-44	AA-3	
620	DA-NR 42-A(1) (7025-301)	Brevard	Rd. 4 South Indian River City—A Pt. 0.5 Mi. East	22,036.00	5-19-44	8-24-44	10-17-44	AA-3	
			Total	\$ 1,177,706.00					

STATE ROAD DEPARTMENT OF FLORIDA

STATUS OF ACCESS ROAD PROJECTS

JANUARY 1, 1945

Projects Completed

ROAD	PROJECT	COUNTY	LOCATION	Current Estimated Cost	Project Certified	P. S. & E. Inspection Made	P. S. & E. Submitted for Approved	Priority Rating	REMARKS
261.	DA-WR 1-A(1) (4501) (2805-301)	Bradford-Clay	Starke—Camp Blanding—Rd. 48	\$ 270,453.00	1-13-42	1-18-41 & 1-19-42	3-20-42	A-1-j	
48	DA-WR 1-B(1) (4515) (7105-302)	Clay	DA-WR 1-A(1)—N. W. Entr. Camp Blanding	173,420.00	1-13-42	7-18-42	6-11-43	AA-5	
560.	DA-NR 2(1) (4526) (7223-301)	Duval	Atlantic Beach—Mayport	179,175.00	1-28-42	8-25-42	12-14-42	AA-3	
574.	DA-WR 2-A(1) (4509) (4823-301)	Escambia	Rd. 93—Fort Barrancas	24,517.96	3-9-42	5-27-41	5-18-42	A-1-j	
48-3.	DA-NR 3-A(1) (4514) (7110-301)	Clay	Lee Field—Green Cove Springs	286,809.00	1-27-42	1-21-43	2-23-43	AA-5	
3	DA-NR 3-B(1) (4514) (7102-302)	Clay	Bridges, Road in Orange Park, etc.	122,133.00	1-27-42	8-17-43	11-22-43	AA-3	
4-A.	DA-WR 3(1) (4503) (9007-301)	Monroe	Jewish Cr. Bridge & Approaches	248,307.63	3-4-42	7-20-41	10-16-41	AA-4	
590.	DA-NR 4(1) (4511) (4820-301)	Escambia	Rd. 125—Rd. 93	153,765.00	1-28-42	12-12-41	5-29-42	A-1-e	
576.	DA-NR 5(1) (4512) (4821-301)	Escambia	Rd. 7—"K" Field	63,169.25	1-28-42	7-24-41	7-8-42	A-1-e	
567.	DA-WR 5(1) (4519) (1023-301)	Highlands-Polk	Avon Park—Schering Bombing Range	398,264.00	4-29-42	8-6-42	9-29-42	AA-3	
32	DA-WR 5-M(1) (4523) (0912-301)	Highlands	Avon Park—Schering Bombing Range	16,000.00	4-29-42	8-6-42	9-29-42	AA-3	
577.	DA-NR 6(1) (4513) (5811-301)	Santa Rosa	Rd. 1—Spencer Field	15,498.09	1-28-42	12-12-41	3-3-42	A-1-e	
545	DA-WR 6(1) (4527) (1013-301)	Hillsborough	Vera Street (Tampa)—Drew Field	394,000.00	11-6-42	7-7-42	12-19-42	AA-4	
573	DA-NR 7(1) (4502) (4822-301)	Escambia	Rd. 1—"V" Field	27,494.09	1-28-42	1-14-42	3-25-42	A-1-e	
184	DA-WR 7(1) (4516) (1207-301)	Lee	Fort Myers—Gunnery School	322,500.00	7-16-42	11-12-42	2-17-42	AA-5	
274	DA-WR 8(1) (4520) (1208-301)	Lee	Buckingham—Gunnery School	20,000.00	7-16-42	4-6-43	5-15-43	AA-5	State Force Acct.
10	DA-WR 9(1) (4528) (4612-301)	Bay	Accl. & Deel. Lanes (Tyndall Field)	10,000.00	11-6-42	6-5-43		PD-443	
537	DA-NR 10-A(1) (4524) (4801-302)	Escambia	Rd. 1—Rd. 7	285,861.00	4-9-42	7-24-42	4-19-43	AA-5	
572.	DA-NR 11(1) (4532) (7021-301)	Brevard	Rd. 24—Magnolia Blvd. (Melbourne)	17,750.00	9-27-43	8-11-42	11-14-42	AA-5	
521.	DA-WR 11(1) (4529) (5314-301)	Jackson-Calhoun	Access to Aux. Fields (Marianna)	16,000.00	9-18-42		12-2-42		State Force Acct.
568.	DA-WR 12(1) (4530) (1622-301)	Polk	Lakeland Airport Field No. 2—Rd. 17	54,499.75	10-2-42	10-21-42	11-7-42	AA-5	
556.	DA-NI 13(1) (4517) (1017-301)	Hillsborough	22nd St. Tampa—McCluskey Shipyard	34,885.00	8-15-42	9-30-42	10-10-42	AA-5	
561.	DA-WR 13(1) (4531) (3412-301)	Levy	Access Rd. to Montbrook Airport	45,500.00	10-20-42	11-10-42	2-24-43	AA-5	
569.	DA-NR 14(1) (4533) (8616-301)	Broward	Naval Training Base—Rd. 26 (Ft. Lauderdale)	25,000.00	9-27-42	10-27-42	11-21-42	AA-5	
565.	DA-WR 14(1) (4535) (0208-301)	Osceola	Access Rd. to Kissimmee Airfield	31,395.00	11-6-42	1-20-43	3-1-43	AA-5	
21.	DA-NR 15(1) (4534) (7906-301)	Volusia	N. O. T. Base—Rd. 2 (DeLand)	398,635.00	10-6-42	1-20-43	3-3-43	AA-5	
10	DA-WR 15(1) (4545) (5712-301)	Okaloosa	Access Rd. (Eglin Field)	185,611.00	1-29-43	2-19-43	6-25-43	AA-5	
563.	DA-WR 16(1) (4547) (8718-301)	Dade	Main Gate Homestead Airport—Moody Drive	19,272.00	1-29-43	3-4-43	5-13-43	AA-5	
581.	DA-NR 17(1) (4542) (8615-301)	Broward	Rd. 149—Ft. Lauderdale Naval Air Station	82,400.00	1-2-43	3-4-43	4-17-43	AA-5	
3-580	DA-WR 17(1) (4541) (7503-305)	Orange	Robinson Ave. in Orlando	38,600.00	12-29-42				
582	DA-NR 18(1) (4543) (8615-302)	Broward	Closure Road to Ft. Lauderdale Naval Air Station	74,400.00	1-2-43	3-4-43	4-17-43	AA-5	U.S. Navy Contr.
579	DA-WR 18(1) (4539) (8718-302)	Dade	Biscayne Drive (Homestead Airport)	48,937.00	12-29-42	3-4-43	5-13-43	AA-5	State Force Acct.
562.	DA-NR 19(1) (4546) (7810-301)	St. Johns	Access to Switzerland Field	5,300.00	1-26-43	2-10-43	3-13-43		
10	DA-WR 19(1) (4540) (4903-301)	Franklin	Maint. Rd. 10 through Camp Gordon Johnston	181,600.00	12-7-42		12-31-42		
4-A.	DA-NR 20(1)	Dade-Monroe	Maint. Exist. St. Rd. 4 (Mainland to Key West)	80,000.00	1-26-43				
22.	DA-WR 20(1) (4538) (7506-301)	Orange	Mills St.—Lake Barton (Cheney Highway, Orlando)	438,738.00	12-29-42	4-14-43	8-27-43	AA-5	U.S. Navy Contr.
591.	DA-NR 21(1) (4550) (7220-301)	Duval-Clay	Access Rd. Cecil Field—Brannan Field	14,800.00	2-16-43	3-3-43	4-2-43		
4-A.	DA-NR 22(1) (4552) (9094-301)	Monroe	Key Vaca—Grassy Key	487,418.00	2-21-43	10-6-42	11-14-42	AA-4	
204	DA-NR 23(1) (4551) (7212-302)	Duval	E. end Proj. 196-5(1)—A Ft. 1.9x6 Mi. N.E.	126,265.85	4-2-43	7-7-42	4-16-43	AA-5	
64.	DA-WC 23(1) (4550) (1512-301)	Pinellas	Rd. 73—Rd. 64 (Pinellas Airport)	102,167.00	4-17-43	7-28-43	10-10-43	AA-5	
589	DA-NR 24(1) (4549) (7221-301)	Duval	Rd. 1—Main Entr. Whitehouse Field	73,478.00	3-24-43	4-6-43	5-15-43	AA-5	
594.	DA-NR 25-A(1) (4554) (5810-301)	Santa Rosa	Rd. 37—Whiting Field	62,101.00	5-1-43	8-31-43	10-6-43	AA-3	
1 & 190	DA-NR 27(1) (4557) (5801-301)	Santa Rosa	Strengthening Existing Bridges	212,923.00	7-20-43	3-24-43	3-28-43	AA-3	
604.	DA-WR 27(1) (4563) (9325-301)	Palm Beach	Access Rd. to Morrison Field (W. Palm Beach)	35,126.00	8-16-43	11-10-43	1-19-44	AA-3	
606.	DA-NC 28(1) (4567) (7411-301)	Nassau	Int. Rds. 45 and 8 (Amelia City)—A ft. 2.6 Mi. N.	106,894.00	6-23-43	12-8-43	2-23-44	AA-3	
68.	DA-WR 28-A(1) (4565) (7113-301)	Clay	Rd. 139—Rd. 3	73-274.00	8-16-43	10-19-43	12-3-43	AA-3	
608.	DA-NR 32-A(1) (4571) (4824-301)	Escambia	Ext. Sunset Ave. (Bridge over Bayou Grande)	116,108.00	9-26-43	12-14-43	12-11-43	AA-3	
611.	DA-NR 33(1) (4574) (7710-301)	Seminole	Rd. 44—Osceola	24,841.00	11-20-43	1-21-44	2-12-44		
572.	DA-NR 34-A(1) (4575) (7021-302)	Brevard	Access to Melbourne N.O.T. Base	11,885.00	11-20-43	2-16-44	3-14-44		
617.	DA-NC 35-A(1) (7711-301)	Seminole	Onca St. (Sanford)	11,169.00	2-1-44	3-24-44	4-17-44	AA-3	
Total				\$ 6,249,319.02					